

# APPROVED

March 4, 2008

Michigan State  
Administrative Board

Lansing, Michigan

February 19, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, February 19, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Tom Saxton, Deputy Treasurer, representing Robert J. Kleine, State Treasurer  
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Sherry Bond, Secretary

Absent: Michael P. Flanagan, Superintendent of Public Instruction

Others Present:

Craig Orr, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation; Sue Carlson, John Walter, Michigan Economic Development Corporation

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved that the minutes of the regular meeting of February 5, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

2008 First Quarterly Report of the Chief Compliance Officer of the Michigan Strategic Fund as required regarding compliance with internal policies and procedures and with applicable laws related to 21<sup>st</sup> Century Jobs Fund programs.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:  
(Please see the following pages)

# APPROVED

February 19, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the Building Committee was held at 11:00 a.m.  
on February 12, 2008. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Socorro Guerrero, Department of Attorney General; Joel  
Storchan, Department of Information Technology; Sherry Bond,  
James Burris, Cindy Collins, Craig Orr, Janet Rouse, Department  
of Management and Budget

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The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be  
recommended to the State Administrative Board for approval. Supported  
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

February 12, 2008 / February 19, 2008  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

. . . . .  
This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, PLAINWELL –  
Michigan Career & Technical Institute – Elevator Upgrades  
File No. 641/07052.FAR – Index No. 31000  
Low Responsive Bidder: D&K Engineered Construction, Inc., Grand Rapids;  
\$477,491.00

#### **Purpose/Business Case**

The purpose of this contract is to upgrade the three existing elevators, to include controls, finishes, and equipment. The existing elevators require frequent, costly maintenance, and do not comply with current life safety codes or the ADA.

#### **Benefit**

The State will benefit from this contract by having the existing elevators and controls brought up to current life safety codes and the ADA, thus assuring the safety of and accessibility for the building occupants. Additionally, maintenance costs will be reduced.

#### **Funding Source**

100% Agency Funds

#### **Commitment**

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

#### **Risk Assessment**

Failure to approve this contract will result in the continued use of the existing high maintenance elevators with a high potential for breakdowns.

#### **Zip Code**

49080

### **REVISIONS TO CONSTRUCTION CONTRACTS**

2. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS –  
Multiple Site Treatment System – O&M, Free Product Recovery & Monitoring,  
Groundwater Sampling & Reporting  
File No. 761/06210.RRD – TriMedia Consultants, Marquette; CCO No. 2, Incr.  
\$13,776.26

**Purpose/Business Case**

The purpose of this change order is to adjust the contract quantities and cost to reflect the actual site measured quantities.

**Benefit**

The change will allow continuous operation and maintenance of the remediation systems to abate environmental contamination.

**Funding Source**

100% Refined Petroleum Fund (RPF)

**Commitment**

The change order costs are fixed actual costs provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

**Risk Assessment**

Failure to approve this change order will result in discontinuing operation and maintenance activities needed for abatement of contamination at this site.

**Zip Code**

Various

**SALE OF STATE-OWNED PROPERTY**

3. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS - MICHIGAN ARMY NATIONAL GUARD, CITY OF IRONWOOD - 1992 PA 307 authorizes The Department of Military and Veterans Affairs, with State Administrative Board approval, to convey property located on Greenbush Road in the City of Ironwood, pursuant to the terms of a written agreement entitled "Offer to Purchase Real Property" between the Michigan Department of Military and Veterans Affairs and Gregory J. Kuklinski, a single man, for the consideration of \$247,600.00. The property to be conveyed is located in the City of Ironwood, County of Gogebic, and State of Michigan. The property was appraised at \$246,000.00 by Appraisal Associates of Marquette on October 30, 2006.

**RECOMMENDATION:** That in consideration of \$247,600.00, the sealed bid offer, the property identified below, under the jurisdiction of the Department of Military and Veterans Affairs, is conveyed to Gregory J. Kuklinski. The property is located in the City of Ironwood, County of Gogebic, State of Michigan, and is further described as:

Part of the Southeast Quarter of the Northwest Quarter (SE1/4-NW1/4), Section 15, Township 47 North, Range 47 West, Ironwood Township, Gogebic County, Michigan, previously described in Liber 104, Page 372, now more particularly described as: Commencing at a brass cap marking the West quarter corner of said Section 15; thence along the East - West quarter line, S89°51'04"E 2291.31 feet to an iron rod, being the POINT OF BEGINNING. Thence continuing S89°51'04"E 281.38 feet to an iron rod on the westerly right-of-way line of Greenbush Road; thence continuing S89°51'04"E 33.01 feet to a point on the North - South quarter line of said

Section 15 and being the centerline of said Greenbush Road; thence along said North - South quarter line and said centerline, N00°57'48"E 1330.91 feet to the Center-North one-sixteenth corner of said Section 15; thence along the North one-sixteenth line of said Section 15, S89°48'14"W 33.01 feet to an iron rod on said westerly right-of-way line of Greenbush Road; thence continuing S89°48'14"W 281.39 feet to an iron rod; thence S00°57'48"W 1329.01 feet to the Point of Beginning. Parcel contains 9.6 acres, more or less, and is subject to Greenbush Road and to any restrictions, reservations, right-of-way, easements, and any prior grants of record or fact.

#### **RENEWAL LEASE FOR PRIVATE PROPERTY**

4. DEPARTMENT OF TREASURY, LANSING - Renewal of Lease #7316-2007 effective March 1, 2008, through February 28, 2018, with Eyde Construction Company, a Michigan Partnership, 4660 South Hagadorn Road, Suite 660, East Lansing, Michigan 48820, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Treasury as Lessee, for 4,319 square feet of office space located at 5015 South Cedar Street, Lansing, Michigan 48910. The annual per square foot rental rate for this space is \$15.00 (\$5,398.75 per month). This is a full service Lease. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

#### **Purpose/Business Case**

This space is used and occupied in a co-location setting by tax collection service employees who are required to monitor the collection function of the private collection agency tasked with property seizure. Approximately 1,200 square feet of this space is used for storage of property seized.

#### **Benefit**

This unit generates revenue.

#### **Funding Source**

31% General Fund; 69% Restricted Funds

#### **Commitment Level**

Ten years; however, this Lease contains a Standard cancellation clause with 90-days notice.

#### **Risk Assessment**

Non-approval of this Lease will hinder the Department from securing revenue for the State.

#### **Zip Code**

48910

## **RECOMMENDATION FOR CONTRACT CHANGE ORDER**

5. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #20 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget, as Lessee. This CCO provides for the installation of a dedicated circuit with an on/off switch to power an electric Commercial Drivers License (CDL) test kiosk within the office at Cadillac Place, as requested by the Department of State at a cost not-to-exceed \$999.35. The space is located at 3044 West Grand Blvd., City of Detroit, Wayne County, MI 48202.

### **Purpose/Business Case**

The purpose of this CCO is to provide power to an electric Commercial Driver's License (CDL) test taking kiosk within the DOS office at Cadillac Place as required by terms of a Federal Grant.

### **Benefit**

This CCO allows for a more uniform and efficient test taking environment for Commercial Driver's License applicants.

### **Source of Funds**

100% GF/GP bill back to DMB from authorized Department of State Restricted Funds secured through a Federal grant project.

### **Commitment Level**

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

### **Risk Assessment**

Non-approval of this CCO will preclude the State from meeting all of its obligations under a Federal Grant and will also preclude DOS from implementing streamlined and uniform CDL test taking efficiencies.

### **Zip Code**

48202

6. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS - CCO #3 for Lease #10954 approved by the State Administrative Board on November 7, 2003, between The City of Grand Rapids, as Lessor, and the State of Michigan for the Department of Management and Budget, as Lessee. This CCO provides for the installation of a dedicated circuit to accommodate the installation of a new metal detector at the Kent Parole Office as requested by the Department of Corrections at a cost not-to-exceed \$1,303.50. The space is located at One North Division Avenue, City of Grand Rapids, Kent County, MI 49503.

### **Purpose/Business Case**

The purpose of this CCO is to provide electric power needed to operate a metal detector to be installed at the Kent Parole Office located in the leased premises as requested by the Department of Corrections.

**Benefit**

This CCO allows for improved security for DOC staff and visitors at the Kent Parole Office by providing more effective screening against the bringing of firearms and many other weapons into the secured premises.

**Source of Funds**

100% GF/GP bill back to DMB from authorized Department of Corrections Field Operations Administration General Fund.

**Commitment Level**

Present through September 30, 2028; however, this Lease contains a Legislative cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this CCO will preclude the Department of Corrections from realizing the increased security screening benefits of a metal detector at this location.

**Zip Code**

49503

7. DEPARTMENT OF INFORMATION TECHNOLOGY, ALGER COUNTY - Addendum #1 to Lease #10927 effective October 10, 2000 through September 30, 2020 with The United States of America, A Governmental Unit, U.S Coast Guard, Finance Center, 1430A Kristina Way, Chesapeake, VA 23326-0240, as Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Information Technology as Lessor, for 16 square feet of space in an equipment building and accommodations for U.S. Coast Guard telecommunications gear on MPSCS Tower 8201 located at Sec. 22 Burt Twp., T48N, R14W Alger County, MI. The annual per rental rate for this lease is One Dollar (\$1.00) per year. This Lease may be cancelled by the Lessee with 30-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This Lease amendment provides the Coast Guard permission to install improved telecommunication equipment at the 155 foot level on MPSCS Tower 8201.

**Benefit**

The improved telecommunication equipment will enable the Coast Guard to provide its best service to government and citizens alike.

**Funding Source**

Income to the State

**Commitment Level**

Through September 30, 2020, however this lease may be cancelled by the Lessee with 30-days notice.

**Risk Assessment**

Non-approval of this addendum will hinder the Department from hosting the latest Coast Guard telecommunications equipment in service to federal, state and local governments and to the citizens of Michigan.

**Zip Code**

48939



8. DEPARTMENT OF HUMAN SERVICES, IONIA - Addendum #1 to Lease #10132 approved by the State Administrative Board on May 17, 1994, Item #18, between H & M Properties, and subsequently assigned to H & M Investment Properties, L.L.C., a Limited Liability Company , 5000 Airport Road, Mt. Pleasant, MI 48858, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Human Services, as Lessee, for 12,955 square feet of space located at 920 East Lincoln Avenue, Ionia, MI 48846. This Addendum provides for change to the property description, adding 1 three-year renewal option, updating the language for Civil Rights/recyclable materials/Barrier Free; add EFT and Notice of Ownership Transfer language, date modifications. The annual per square foot rental rate is \$13.22 (\$14,274.00 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains an Executive Legislative cancellation clause with 120-days notice. The Attorney General has approved this lease as to legal form.

**Purpose/Business Case**

The landlord is requesting the removal of the western 1.54 acre portion of the property that is located west of the parking lot. The State is receiving benefits listed below for meeting this request.

**Benefit**

The benefit is the addition of a renewal option to the lease at the current rental rate in exchange for the 1.54 acre of property. The agency does not use this land. The addendum also contains language updates and additions.

**Source of Funds**

55% General Fund; 45% Federal Funds

**Commitment Level**

Ten years; however, this Lease contains an Executive Legislative cancellation clause with 120-days notice.

**Risk Assessment**

Non-approval of this Addendum will hinder the Department from being able to add a renewal option term at their current rental rate and update the language in the Lease.

**Zip Code**

48846

**LICENSE AGREEMENT**

9. RECOMMENDATION TO GRANT A MPSCS TOWER CO-LOCATION LICENSE TO ONTONAGON COUNTY FOR FIRE PAGING COMMUNICATIONS AT MPSCS TOWER SITES 8701, 8703, 8706, 8708

The Department of Management and Budget (DMB), on behalf of the Department of Information Technology (DIT), for the Michigan Public Safety Communications System (MPSCS), recommends that the State Administrative Board, under authority of the Management and Budget Act, 1984 PA 431, MCL 18.1221, grant a non-proprietary, non-exclusive, revocable, co-location license (License) to Ontonagon County, a MPSCS member (Licensee), for the installation, operation,

and maintenance of Licensee owned fire-paging telecommunications equipment on MPSCS Tower Sites 8701, 8703, 8706, and 8708, located in Ontonagon County, Michigan, in accordance with the terms of the MPSCS Co-location License Agreement between the parties.

**Purpose/Business Case**

Since the MPSCS does not provide fire-paging services to its members, DIT desires to facilitate this service to Licensee as an additional benefit of MPSCS membership.

**Benefit**

The MPSCS will benefit from Licensee's continued support and membership in the MPSCS in the provision of public safety communications throughout the State.

**Funding Source**

N/A

**Commitment Level**

N/A

**Risk Assessment**

Non-approval of this License will prevent Licensee from being able to provide fire-paging communications and may prevent its continued membership in the MPSCS.

**Zip Code**

49953

**GRANT OF EASEMENT**

10. DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) FOR THE DEPARTMENT OF EDUCATION (DOE), TOWNSHIP OF OAKFIELD, KENT COUNTY, MI recommends that the State Administrative Board, acting under authority of Act 431 of the Public Acts of 1984, as amended, grant to Consumers Energy Company, a Michigan Corporation, whose address is One Energy Plaza, Jackson, Michigan 49201 a permanent non-exclusive easement for purposes of installing, maintaining and operating a buried electrical power distribution line on the grounds of DOE's Camp Tuhsmeheeta located at 10500 Lincoln Lake Road, Oakfield Township, MI. Said easement is described as follows:

A strip of land 10 feet in width located in the Northeast 1/4 of Section 23, Township 9 North, Range 9 West, Oakfield Township, Kent County, Michigan, being 5 feet on each side of the following described centerline:

Commencing at the North 1/4 corner of said Section, thence South 89°39'23" East, along the North line of said Section, 432.50 feet to the POINT of BEGINNING; thence along the centerline of Trail #24 the following nine (9) courses; 77.40 feet along a curve to the right, said curve having a delta angle of 08°54'14", a radius of 498.08 feet and a chord length of 77.32 feet bearing South 65°06'01" East; 62.60 feet along a curve to the right, said curve having a delta angle of 31°24'40", a radius of 114.19 feet and a chord length of 61.82 feet bearing South 47°14'59" East; 50.27 feet along a curve to the left, said curve having a delta angle of 31°45'30", a radius of 90.70 feet and a chord length of

49.63 feet bearing South 46°04'39" East; 137.39 feet along a curve to the right, said curve having a delta angle of 68°11'59", a radius of 115.43 feet and a chord length of 129.43 feet bearing South 28°44'17" East; 69.09 feet along a curve to the left, said curve having a delta angle of 34°01'29", a radius of 116.34 feet and a chord length of 68.08 feet bearing South 11°17'33" East; South 24°49'52" East 72.37 feet; 57.73 feet along a curve to the left, said curve having a delta angle of 19°51'39", a radius of 166.55 feet and a chord length of 57.44 feet bearing South 36°13'24" East; 36.89 feet along a curve to the right, said curve having a delta angle of 51°39'01", a radius of 40.93 feet and a chord length of 35.66 feet bearing South 13°39'10" East; South 10°09'24" West 27.11 feet; thence along the centerline of an existing gravel drive the following four (4) courses; 60.04 feet along a curve to the right, said curve having a delta angle of 33°02'58", a radius of 104.09 feet and a chord length of 59.21 feet bearing South 35°13'01" East; South 17°06'28" East 35.60 feet; 90.94 feet along a curve to the right, said curve having a delta angle of 46°39'32", a radius of 111.67 feet and a chord length of 88.44 feet bearing South 08°36'24" West; 98.58 feet along a curve to the left, said curve having a delta angle of 21°53'09", a radius of 258.09 feet and a chord length of 97.99 feet bearing South 16°00'56" West; thence South 90°00'00" East 114.89 feet to the POINT of ENDING.

A 10 foot wide strip of land in the SE ¼ of section 12, T1S - R9E, City of Livonia, Wayne County, Michigan, more particularly described as commencing at the NW corner of Lot 187 of Livonia Meadows Subdivision of part of the SE ¼ of said section 12; thence N87°29'19"E 239.79 feet on the north line of said Livonia Meadows Subdivision to the point of beginning and centerline of a 10 foot wide strip of land; thence N11°54'24"W 109.55 feet; thence N79°09'10"W 46.44 feet to a point of ending. The sidelines of this easement shall be lengthened or shortened to close on the north line of Livonia Meadows Subdivision and the wall lines of the Michigan State Police building.

The Attorney General has approved this easement as to legal form.

**Purpose**

Consumers Energy has requested this easement in order to provide electrical service to a private property owner adjacent to DOE's Camp Tuhsmeheeta.

**Benefit**

Granting this easement will generate revenue of \$1,486.35 for the General Fund in accordance with the Easement Fee Schedule approved by the State Administrative Board on April 16, 2002, and will make electrical power available for any future development that needs it in a part of Camp Tuhsmeheeta that does not have electricity.

**Funding Source**

N/A

**Commitment**

This easement will be a permanent non-exclusive easement. However, the easement terminates if unused for its intended purpose for a period of one year.

**Risk Assessment**

The risk of not approving this easement is that the State will forego the easement fee revenue and property enhancement.

**Zip Code**

48838

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Mr. Saxton presented the Building Committee Report for the regular meeting of February 12, 2008. After review of the foregoing Building Committee Report, Mr. Saxton moved that the Report covering the regular meeting held February 12, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

# APPROVED

February 19, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at  
**11:10 a.m.** on **February 12, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Socorro Guerrero, representing Approved \_\_\_\_\_  
Attorney General Cox

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Joel Storchan, Department of Information Technology; Sherry  
Bond, James Burris, Craig Orr, Janet Rouse, Department of  
Management and Budget

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The Finance and Claims Committee regular and supplemental agendas were  
presented.

Following discussion, Ms. Guerrero moved that the regular and  
supplemental agendas be recommended to the State Administrative Board  
for approval with the following items tabled from the regular agenda:

13(1), the claim of Eric Belk,  
13(2), the claim of Jennifer Courser,  
14(22), the claim of David Middleton (07-SAB/DOC-321),  
14(23), the claim of David Middleton (06-SAB/DOC-432), and  
16(2), the claim of Alma Gundy.

The motion was supported by Mr. Liedel and unanimously adopted.

Ms. MacDowell adjourned the meeting.

## A G E N D A

2/8/08 9:41 Version

### FINANCE AND CLAIMS COMMITTEE

February 12, 2008, 11:10 a.m.

Lake Superior Room

1<sup>st</sup> Floor, Michigan Library  
and Historical Center

### STATE ADMINISTRATIVE BOARD

February 19, 2008, 11:00 a.m.

Lake Superior Room

1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

### SECTION I. AGENCY CONTRACTS

Requests approval of the following:

#### 1. DEPARTMENT OF AGRICULTURE

- |    |   |   |
|----|---|---|
| 1) | Michigan State University<br>East Lansing, MI | NOT TO EXCEED<br>\$ 56,403.00 Total<br><b>FY08</b> 100% Restricted Funds<br>Grant-Conduct Survey and<br>Evaluation of the Michigan<br>Groundwater Stewardship Program |
| 2) | Michigan State University<br>East Lansing, MI | \$ 40,000.00 Total<br><b>FY08</b> 100% Federal Funds<br>Grant-Develop Emerald Ash Borer<br>Educational Materials  |

#### 2. DEPARTMENT OF COMMUNITY HEALTH

- |    |   |   |
|----|---|---|
| 1) | Michigan Association of<br>Community Mental Health<br>Boards<br>Lansing, MI | \$ 74,000.00 Amendment<br>\$ 1,870,332.00 New Total<br><b>FY08</b> 5.6% State GF<br>94.4% Federal Funds<br>Additional funds for one-year<br>grant agreement to provide<br>funding for Michigan<br>Association of Community<br>Mental Health Boards to<br>administer mental health<br>training |
|----|---|---|

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Michigan AIDS Fund  
Southfield, MI
- \$ 45,705.00 Amendment  
\$ 250,705.00 New Total  
**FY08** 100% State GF  
Additional funding for one-year grant agreement to provide funding for the implementation of an evaluation empowerment project. Project will contribute to the reduction in HIV infection in the state.
- 3) South Eastern Michigan  
Indians, Inc.  
Center Line, MI
- \$ 23,000.00 Amendment  
\$ 51,750.00 New Total  
**FY08** 87% Federal 11% Local  
2% Fees  
Additional funding for one-year grant agreement to provide funding for promoting smoke-free environments, preventing the initiation of tobacco use and promoting cessation in communities that are disproportionately affected by tobacco use
- 4) Wayne State University  
Detroit, MI
- \$ 25,980.00 Amendment  
\$ 2,333,656.00 New Total  
**FY08** 78.4% Federal Funds  
21.6% State GF  
Additional funding for one-year grant agreement to provide various community health projects
- 5) Children's Hospital of  
Michigan  
Detroit, MI
- \$ 29,789.00 Amendment  
\$ 2,073,075.00 New Total  
**FY08** 95.74% Federal Funds  
4.26% State GF  
Additional funding for one-year grant agreement to provide various community health projects



2. DEPARTMENT OF COMMUNITY HEALTH continued

6)	Neighborhood Services Organization Detroit, MI	\$ 106,308.00 Amendment \$ 1,481,036.00 New Total <b>FY08</b> 24.66% Federal Funds 7.47% State GF 67.87% State Restricted Funds Additional funding for one- year grant agreement to provide various community health projects
7)	Western Michigan University Kalamazoo, MI	\$ 49,628.00 Amendment \$ 303,381.00 New Total <b>FY08</b> 81.71% Federal Funds 5.81% State GF 12.48% Local Funds Additional funding for one- year grant agreement to provide various community health projects
8)	Southeastern Michigan Health Association Detroit, MI	\$ 626,326.00 Amendment \$ 15,392,102.00 New Total <b>FY08</b> 80.8% Federal Funds 5.5% State GF 13% State Restricted Funds 0.7% Fees/Other State Funds Additional funding for one- year grant agreement to provide various community health projects

3. DEPARTMENT OF CORRECTIONS

1)	Sunrise Centre, Inc. Alpena, MI	\$ 196,022.00 Amendment \$ 678,713.00 New Total <b>FY08-10</b> 100% General Fund Additional funds to provide residential substance abuse treatment for prisoners, parolees and probationers
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3. DEPARTMENT OF CORRECTIONS continued

- |    |   |  |
|----|---|--|
| 2) | Harbor Hall, Inc.<br>Petoskey, MI   | \$ 614,312.00 Amendment<br>\$ 1,643,285.00 New Total<br><b>FY08-10</b> 100% General Funds<br>Additional funds to provide<br>residential substance abuse<br>treatment for prisoners,<br>parolees and probationers   |
| 3) | UPCAP Services, Inc.,<br>Contract for Comprehensive<br>Plans and Services<br>Escanaba, MI | \$ 100,000.00 Amendment<br>\$ 1,088,185.00 New Total<br><b>FY08</b> 100% General Funds<br>Additional funds for Local<br>Comprehensive Corrections Plans<br>to reduce admissions to prison<br>of non-violent offenders;<br>improve utilization of jail and<br>other community-based sanctions |

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- |    |  |   |
|----|--|---|
| 1) | Various Scrap Tire Grants<br>(Listing on file) | \$ 5,700,000.00 Amendment<br>\$ 39,000,000.00 New Total<br><b>FY08-09</b> 100% Restricted Funds<br>Additional funds to reimburse<br>applicants for cleanup actions<br>taken at sites of contamination<br>caused by leaking underground<br>storage tanks |
|----|--|---|

5. DEPARTMENT OF HUMAN SERVICES

- |    |   |   |
|----|---|---|
| 1) | Boys and Girls Clubs<br>of Grand Rapids<br>Grand Rapids, MI | NOT TO EXCEED<br>\$ 379,500.00 Total<br><b>FY08</b> 100% Federal Funds<br>Seven-month contract to provide<br>recreational activities and<br>academic enrichment |
| 2) | Catholic Charities of<br>West Michigan<br>Muskegon, MI      | NOT TO EXCEED<br>\$ 775,000.00 Total<br><b>FY08-10</b> 100% Federal Funds<br>Two-year, 7-month contract to<br>provide parenting services                        |

5. DEPARTMENT OF HUMAN SERVICES continued

- 3) Every Woman's Place  
Muskegon, MI \$ 387,500.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, 7-month contract to  
provide youth mentor services
- 4) Child and Family Resource  
Council  
Grand Rapids, MI NOT TO EXCEED  
\$ 600,000.00 Total  
**FY08** 100% Federal Funds  
Seven-month contract to  
instruct unwed parents in  
developing family formation and  
sustaining behaviors
- 5) Judson Center  
Royal Oak, MI \$ 669,065.58 Amendment  
\$ 1,338,605.64 New Total  
**FY08-10** 100% Federal Funds  
Additional monies for out-of-  
home foster children to return  
to permanent family and reduce  
repeat placements
- 6) Jayne Letts  
Negaunee, MI \$ 7,875.00 Amendment  
\$ 30,870.00 New Total  
**FY08-10** 100% Federal  
Additional monies due to  
increase in funding allocation  
dollars
- 7) Julie Mueller-Hayes  
Grand Ledge, MI \$ 15,120.00 Amendment  
\$ 38,880.00 New Total  
**FY08-10** 100% Federal Funds  
Additional monies for  
recruitment and retention of  
foster parents in Barry County
- 8) Bay County Juvenile/Family  
Court  
Bay City, MI NOT TO EXCEED  
\$ 49,562.50 Total  
**FY08-10** 100% Federal Funds  
Two-year, 7-month, 10-day  
contract to establish services  
for female DHS/Court wards  
under the age of 16 addressing  
delinquent behavior and self  
esteem

5. DEPARTMENT OF HUMAN SERVICES continued

- 9) Bay County Juvenile/Family Court  
Bay City, MI
- NOT TO EXCEED  
\$ 58,500.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, 7-month, 10-day contract to establish services for male DHS/Court wards under the age of 17 addressing diverting criminal activity
- 10) Monroe County Intermediate School District  
Monroe, MI
- NOT TO EXCEED  
\$ 151,250.00 Total  
**FY08-10** 100% Federal Funds  
Two-year, 7-month, 9-day contract to provide services to at-risk families
- 11) Patricia Duyck  
Manistique, MI
- \$ 7,770.00 Amendment  
\$ 31,185.00 New Total  
**FY08-10** 100% Federal Funds  
Additional monies due to increased funding allocation dollars
- 12) Vista Maria  
Dearborn Heights, MI
- \$ 1,580,000.00 Amendment  
\$ 3,161,081.00 New Total  
**FY08-09** 45% Federal Funds  
66% State-Local Funds  
Additional monies for a one-year extension of the contract for foster care treatment

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Statewide Workforce Development Boards  
(Listing on file)
- \$ 6,848,100.00 Amendment  
\$101,894,595.00 New Total  
**FY08** 100% General Funds  
Additional formula funding for Grantees to provide Family Independence participants, non-custodial parents and non-cash recipients with more extensive services, education and job search/readiness assistance in the (JET) Program

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

2)	Various (Listing on file)	\$ 600,000.00 Total <b>FY08-10</b> 100% Restricted Funds To provide financial institution examination services
----	------------------------------	--

7. DEPARTMENT OF NATURAL RESOURCES

1)	Sanilac County Sheriff Department Sandusky, MI	NOT TO EXCEED \$ 45,500 Total <b>FY08</b> 100% State Restricted Grant to sheriff department for patrol and enforcement on State designated trails
2)	Michigan State University East Lansing, MI	\$ 36,000 Total <b>FY08</b> 100% State Restricted Research to determine effects of fishing regulations on black bass population in Michigan lakes

SECTION II. DMB CONTRACTS

Requests approval of the following:

**NEW CONTRACTS**

8. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Aperture Technologies, Inc. Stamford, CT	NOT TO EXCEED \$ 876,283.50 (3 years) <b>FY08-11</b> 100% Revolving Funds 084R8200118 Data Center Management Software
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8. DEPARTMENT OF INFORMATION TECHNOLOGY continued

**Various RE:START Vendors**

**Short-term Staff Augmentation  
for Information Technology for  
various departments**

2) 4Consulting, Inc.  
Richardson, TX

\$ 83,600.00 Total  
**FY08** 100% Federal Funds  
071I8200051 To obtain the  
services of a temporary  
programmers to assist the  
Department of Information  
Technology, and the Department  
of Community Health Division of  
Vital Records and Health  
Statistics primarily to meet  
the requirements of a Medicaid  
grant to link the Birth  
Registry database with scanned  
images of birth records

3) E-Com, Inc.  
Garden City, MI

\$ 80,560.00 Total  
**FY08** 100% Federal Funds  
071I8200051 To obtain the  
services of a temporary  
programmers to assist the  
Department of Information  
Technology, and the Department  
of Community Health Division of  
Vital Records and Health  
Statistics primarily to meet  
the requirements of a Medicaid  
grant to link the Birth  
Registry database with scanned  
images of birth records

8. DEPARTMENT OF INFORMATION TECHNOLOGY continued

4) left blank intentionally

5) Ardent Technologies \$ 83,600.00 Total  
Dayton, OH **FY08** 100% Federal Funds  
071I8200051 To obtain the  
services of a temporary  
programmers to assist the  
Department of Information  
Technology, and the Department  
of Community Health Division of  
Vital Records and Health  
Statistics primarily to meet  
the requirements of a Medicaid  
grant to link the Birth  
Registry database with scanned  
images of birth records

6) Ramsoft \$ 83,600.00 Total  
Southfield, MI **FY08** 100% Federal Funds  
071I8200051 To obtain the  
services of a temporary  
programmers to assist the  
Department of Information  
Technology, and the Department  
of Community Health Division of  
Vital Records and Health  
Statistics primarily to meet  
the requirements of a Medicaid  
grant to link the Birth  
Registry database with scanned  
images of birth records

9. DEPARTMENT OF MANAGEMENT AND BUDGET

- |    |  |  |
|----|--|--|
| 1) | Moonlighting Consulting<br>Clarkston, MI | NOT TO EXCEED<br>\$ 115,200.00 (3 years)<br><b>FY08-11</b> 100% Restricted Funds<br>071I7200187 Utility<br>Consultant, Statewide           |
| 2) | Road Runr Maintenance<br>Pontiac, MI     | \$ 104,476.66 (16 mos)<br><b>FY08</b> 100% Restricted Funds<br>071B8200091 Janitorial<br>Services-MRO #11, Grand Rapids<br>Office Building |

**CONTRACT CHANGES**

10. DEPARTMENT OF COMMUNITY HEALTH

- |    |                           |  |
|----|---------------------------|--|
| 1) | Remel, Inc.<br>Lenexa, KS | \$ 33,940.24 Amendment<br>\$ 234,063.09 New Total<br><b>FY08-09</b> 9% General<br>91% Federal Funds<br>071B5200211 Additional Funding<br>for Microbiological Media Used<br>to Grow, Isolate and Identify<br>Microorganisms |
|----|---------------------------|--|

11. DEPARTMENT OF INFORMATION TECHNOLOGY

- |    |   |   |
|----|---|---|
| 1) | Deloitte Consulting LLC<br>Grand Rapids, MI | \$ 0.00 Amendment<br>\$ 69,896,138.00 New Total<br>66% Federal 34% General<br>To remove Release 3 from the<br>scope of the Bridges<br>Development & Implementation<br>Contract and move the<br>associated fixed price<br>(\$7,051,364.00) to the System<br>and Service Enhancement Line<br>Item |
|----|---|---|



11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- |    |                                  |  |
|----|----------------------------------|--|
| 2) | HTC Global Services<br>Troy, MI  | \$ 898,920.00 Amendment<br>\$ 1,500,623.00 New Total<br><b>FY08</b> 50% Federal Funds<br>50% General Funds<br>071B6200065 Additional funds<br>for Phase 3 (Discovery) and 4<br>(Implementation of Phase 3) for<br>the Enterprise MI e-Grants<br>Projects using the Electronic<br>Grants Administration and<br>Management System (EGrAMS) |
| 3) | left blank intentionally         |  |
| 4) | Unisys Corporation<br>Okemos, MI | \$ 3,532,904.65 Amendment<br>\$ 96,765,716.82 New Total<br><b>FY08-10</b> 100% Restricted Funds<br>071B5000692 Additional Funding<br>for Unisys Mainframe Hardware/<br>Software for the Michigan<br>Information Processing Center<br>(MIPC)  |

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

**Various RE:START Vendors**

**Amendment(s) to existing  
contract(s) for Short-term  
Staff Augmentation for  
Information Technology for  
various departments**

5)	Technology Resource Services New York, NY	\$ 152,880.00 Amendment \$ 305,760.00 New Total <b>FY08-09</b> 100% Restricted 071B7200183 Additional funding for a one-year option to the contract for professional services to assist the Department of Information Technology and Department of Labor and Economic Growth with the maintenance and development of several database systems
----	--	--

12. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Hi-Tec Building Service, Inc. Jenison, MI	\$ 30,070.00 Amendment \$ 163,624.00 New Total <b>FY08</b> 100% Restricted 071B6200043 Additional funds for a six-month extension of the contract for Janitorial and Grounds Maintenance at DeWitt Rest Area
2)	OCE North America, Inc. Livonia, MI	\$ 170,000.00 Amendment \$ 1,158,188.00 New Total <b>FY08-09</b> 100% Revolving Fund 071B6200021 Additional funds for a nine-month extension of the contract for Lease/Purchase of Printer Upgrade and Maintenance

12. DEPARTMENT OF MANAGEMENT AND BUDGET continued

- 3) Schindler Elevator Company \$ 89,100.00 Amendment  
Lansing, MI \$ 1,336,050.24 New Total  
**FY08-10** 100% Restricted  
071B8200049 Additional funding  
for Elevator Maintenance  
Services, Statewide
- 4) Various \$ 2,729,100.00 Amendment  
(Listing on file) \$ 4,815,874.99 New Total  
**FY08-09** 100% Various Funding  
071B7200162/071B7200163/  
071B7200164/071B7200165/  
071B7200166 Additional funds  
for a one-year option to the  
contract for Medical Supplies,  
Statewide

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

13. DEPARTMENT OF COMMUNITY HEALTH

- 1) Eric Belk \$526.00

The claimant (07-SAB-163) requests \$526.00 reimbursement for  
various insufficient funds charges to his banking accounts. The  
Department recommends denial of this claim.

- 2) Jennifer Courser \$366.00

The claimant (08-SAB-009) requests \$366.00 reimbursement for  
her eyeglasses broken while trying to restrain a patient. The  
Department recommends approval of \$329.00 this claim.

14. DEPARTMENT OF CORRECTIONS

Employee Claims

- 1) Robert Reeves \$443.95

The claimant (08-SAB-007) requests \$443.95 reimbursement for his eyeglasses lost while performing his job. The Department recommends approval of this claim.

Inmate Claims

- 2) Joseph Brown #270867 \$ 17.50

The Claimant (07-SAB/DOC-167) requests \$17.50 reimbursement for his headphones damaged while under control of the Department. The Department recommends approval of \$14.00 for this claim.

- 3) Jan-James Buchanan #510454 \$ 55.00

The Claimant (06-SAB/DOC-330) requests \$55.00 reimbursement for his store items stolen while under control of the Department. The Department recommends denial of this claim.

- 4) Peter Cauvin #434450 \$ 62.47

The Claimant (07-SAB/DOC-119) requests \$62.47 reimbursement for his tape player, headphones and 3 tapes missing during transfer. The Department recommends approval of \$29.10 for this claim.

- 5) Arthur Chiappini #194390 \$208.00

The Claimant (06-SAB/DOC-320) requests \$208.00 reimbursement for typing paper, shower shoes, and a typewriter lost while under control of the Department. The Department recommends approval of \$30.70 for this claim.

- 6) Tracy Cole #180702 \$ 91.40

The Claimant (06-SAB/DOC-291) requests \$91.40 reimbursement for store goods, photos, curtain rod and curtain stole while under control of the Department. The Department recommends denial of this claim.

14. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 7) Delvin Conner #269170 \$ 16.20

The Claimant (07-SAB/DOC-308) requests \$16.20 reimbursement for property lost during transfer. The Department recommends approval of \$13.85 for this claim.

- 8) Ruby Early #195501 \$ 63.95

The Claimant (07-SAB/DOC-134) requests \$63.95 reimbursement for her toiletries and radio lost while under control of the Department. The Department recommends approval of this claim.

- 9) Ray Fultz #129354 \$102.05

The Claimant (06-SAB/DOC-281) requests \$102.50 reimbursement for his TV damaged by a outlet surge. The Department recommends denial of this claim.

- 10) Michael Garrison #237608 \$ 60.00

The Claimant (07-SAB/DOC-028) requests \$60.00 reimbursement for his jersey shirt and padlock destroyed by staff. The Department recommends denial of this claim.

- 11) Tracy Gerred #193469 \$ 67.89

The Claimant (06-SAB/DOC-412) requests \$67.89 reimbursement for his footlocker damaged when transferred. The Department recommends approval of \$40.73 for this claim.

- 12) Derrick Green #496308 \$114.00

The Claimant (06-SAB/DOC-231) requests \$114.00 reimbursement for his store order stolen from his cell while under control of the Department. The Department recommends denial of this claim.

- 13) Ronald Irwin #168107 \$ 82.10

The Claimant (07-SAB/DOC-288) requests \$82.10 reimbursement for numerous legal papers lost while under control of the Department. The Department recommends approval of \$96.80.

14. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 14) Walter Johnson #487473 \$ 81.90

The Claimant (07-SAB/DOC-034) requests \$81.90 reimbursement for his TV damaged during a power outage. The Department recommends approval of \$65.82 for this claim.

- 15) DeAngelo Jones #246248 \$ 48.15

The Claimant (07-SAB/DOC-084) requests \$48.15 reimbursement for his footlocker damaged during transfer. The Department recommends approval of \$4.82 for this claim.

- 16) Kevin Joyner #248679 \$472.59

The Claimant (07-SAB/DOC-023) requests \$472.59 reimbursement for money taken from his account to pay for medical treatment of another prisoner he assaulted. Per Policy Directive 03.03.105, the Claimant must appeal the results of a major misconduct hearing through the Department of Corrections. The Department recommends denial of this claim.

- 17) Kevin Joyner #248679 \$ 60.00

The Claimant (07-SAB/DOC-062) requests \$60.00 reimbursement for his headphones and 3 tapes lost while under control of the Department. The Department recommends approval of \$4.20 for the residual value from the Average Cost Schedule because he did not provide any receipts.

- 18) Lurone Lee #215117 \$999.99

The Claimant (06-SAB/DOC-342) requests \$999.99 reimbursement for discriminatory customs and practices regarding his medical needs. The Department recommends denial of this claim.

- 19) Dwayne Looman #423306 \$ 35.00

The Claimant (06-SAB/DOC-394) requests \$35.00 reimbursement for unspecified property. The Department recommends denial of this claim.

14. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 20) Chris Lukity #238716 \$421.04

The Claimant (06-SAB/DOC-368) requests \$421.04 reimbursement for his typewriter, TV headphones, beard trimmers, radio, socks and store items lost while under control of the Department. The Department recommends approval of \$224.73 for this claim.

- 21) Antonio Marshall #241777 \$ 27.29

The Claimant (06-SAB/DOC-369) requests \$27.29 reimbursement for his headphones destroyed by staff. The Department recommends approval of \$4.80 for this claim.

- 22) David Middleton #160721 \$150.98

The Claimant (07-SAB/DOC-321) requests \$150.98 reimbursement for items missing after being transferred from on facility to another. The Department recommends approval of \$53.89 for this claim.

- 23) David Middleton #160721 \$694.21

The Claimant (06-SAB/DOC-432) requests \$694.21 reimbursement for items missing from his cell while he was out for chow. The Department recommends approval of \$55.99 for this claim.

- 24) Donald Morrison #150225 \$ 82.89

The Claimant (06-SAB/DOC-321) requests \$82.89 reimbursement for his TV allegedly damaged while under control of the Department. The Department recommends denial of this claim.

- 25) Billy Paige #211567 \$ 16.20

The Claimant (06-SAB/DOC-322) requests \$16.20 reimbursement for his toothpaste, petroleum jelly and medical co-pay. The Department recommends denial of this claim.

14. DEPARTMENT OF CORRECTIONS continued

Inmate Claims

- 26) Diapolis Smith #208008 \$ 76.62

The Claimant (06-SAB/DOC-358) requests \$76.62 reimbursement for his typewriter damaged by staff. The Department recommends denial of this claim.

- 27) Rondale Templeton #363676 \$ 84.75

The Claimant (06-SAB/DOC-413) requests \$84.75 reimbursement for his shaver and tape player lost while under control of the Department. The Department recommends approval of \$81.85 for this claim.

- 28) Jerome Tucker #144346 \$ 1.84

The Claimant (06-SAB/DOC-356) requests \$1.84 reimbursement for a partial jar of hot peppers broken by staff. The Department recommends denial of this claim.

15. DEPARTMENT OF HUMAN SERVICES

- 1) Kristie Hamilton \$999.99

The claimant (07-SAB-030) requests \$999.99 reimbursement for damage to her vehicle and eyeglasses after being involved in an accident while driving her own vehicle for work. The Department recommends approval of \$430.06 for this claim.

16. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Gerald Clark \$567.00

The Claimant (07-SAB-171) requests \$567.00 reimbursement for when a parking ramp arm came down on his vehicle. The Department recommends approval of this claim.

- 2) Alma Gundy \$ 65.00

The Claimant (08-SAB-005) requests \$65.00 reimbursement for damage to her vehicle parked in a lot while at work. The Department recommends denial of this claim because the State was not negligent.



17. DEPARTMENT OF NATURAL RESOURCES

- 1) Hastings Mutual Insurance Co. \$880.66  
Subrogee of The Muffler Shop

The claimant (07-SAB-170) requests \$880.66 reimbursement for damage to his vehicle when an Department of Natural Resources employee backed into the vehicle while driving a lawnmower. The Department recommends approval of this claim.

18. DEPARTMENT OF STATE

- 1) Thomas Greenan \$205.00

The claimant (08-SAB-010) requests \$205.00 reimbursement for a drug and substance abuse evaluation done due to incorrect information from staff. The Department recommends approval of this claim.

- 2) Ted Prohow \$104.00

The claimant (07-SAB-149) requests \$104.00 reimbursement for impound charges due to Secretary of State error. The Department recommends approval of this claim.

- 3) Wanda Smith \$315.00

The claimant (07-SAB-160) requests \$315.00 reimbursement for towing and impound charges when a stolen flash was not removed from the title. The Department recommends denial of this claim.

**SECTION VI. CLAIMS - PERSONAL INJURY LOSS**

**SECTION VII. APPROVAL OF SPECIAL ITEMS**

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L  
A G E N D A

2/11/08 3:02 ver.

**FINANCE AND CLAIMS COMMITTEE**

February 12, 2008, 11:10 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

February 19, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

**SECTION I. AGENCY CONTRACTS**

Requests approval of the following:

1s. DEPARTMENT OF HUMAN SERVICES

Regents of the University  
of Michigan  
Ann Arbor, MI

\$ 150,000.00 Total  
**FY08-10** 75% Federal Funds  
25% General Funds  
Statewide delivery of training  
medical findings in child abuse  
and neglect as related to Child  
Protective Services, Foster  
Care, Juvenile Justice, and  
Adoption Services

2s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

Statewide Workforce Development  
Boards  
(Listing on file)

\$ 1,170,000.00 Total  
**FY08-09** 91% Federal Funds  
9% General Funds  
To provide funding to Grantees  
for road Construction  
Apprenticeship Readiness  
Program

## SECTION II. DMB CONTRACTS

Requests approval of the following:

### **NEW CONTRACTS**

#### 3s. DEPARTMENT OF INFORMATION TECHNOLOGY

##### **Various RE:START Vendors**

##### **Short-term Staff Augmentation for Information Technology for various departments**

WOW global Corporation  
Pittsburgh, PA

\$ 76,000.00 Total  
**FY08** 100% Federal Funds  
071I8200051 To obtain the  
services of a temporary  
programmers to assist the  
Department of Information  
Technology, and the Department  
of Community Health Division of  
Vital Records and Health  
Statistics primarily to meet  
the requirements of a Medicaid  
grant to link the Birth  
Registry database with scanned  
images of birth records

### **CONTRACT CHANGES**

#### 4s. DEPARTMENT OF INFORMATION TECHNOLOGY

1) Lason Incorporated  
Livonia, MI

\$ 50,000.00 Amendment  
\$ 8,171,390.63 New Total  
**FY08-09** 100% Restricted Funds  
071B7200101 **CORRECTED -**  
**NEW TOTAL AMOUNT** Additional  
funds to add Disaster Recovery  
Services for the State's  
Centralized Print and Mail  
Facility for eight mission  
critical applications

4s. DEPARTMENT OF INFORMATION TECHNOLOGY continued

- |    |   |  |
|----|---|--|
| 2) | Saber Solutions<br>Salem, OR                  | \$ 2,402,100.00 Amendment<br>\$ 43,696,040.40 New Total<br><b>FY08-09</b> 100% Restricted Funds<br>071B6200358 Additional funds<br>for an eleven-month extension<br>of the contract for Business<br>Process Re-engineering for the<br>Department of Management and<br>Budget |
| 3) | Systems Technology Group,<br>Inc.<br>Troy, MI | \$ 209,630.00 Amendment<br>\$ 2,045,940.00 New Total<br><b>FY08</b> 100% Restricted Funds<br>071B7200290 Additional funds<br>to complete the performance and<br>system testing for the new PDF<br>functionality  |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

5s. MICHIGAN STRATEGIC FUND

The Renaissance Zone Review Board requests approval of an Agricultural Processing Renaissance Zone for the Kellogg Company - City of Battle Creek/Calhoun County Agricultural Processing Renaissance Zone contingent upon all property parcel numbers being owned and controlled by Kellogg Company or a direct or indirect subsidiary of Kellogg Company by October 31, 2008.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

# APPROVED

February 19, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at  
**10:55 a.m.** on **February 19, 2008**. Those present being:

Chairperson:	<u>Tom Saxton, representing</u> State Treasurer Kleine	Approved _____
Member:	<u>Iris Lopez, representing</u> Attorney General Cox	Approved _____
Member:	<u>Kelly Keenan, representing</u> Governor Granholm	Approved _____
Others:	Patrick F. Isom, Department of Attorney General; Sherry Bond, Craig Orr, Janet Rouse, Department of Management and Budget; Leon Hank, Department of Transportation; Walt Herzig, Lt. Governor's Office; Sue Carlson, John Walter, Michigan Strategic Fund	

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The Finance and Claims Committee special agenda was presented.

Following discussion, Ms. Lopez moved that the special agenda be  
recommended to the State Administrative Board for approval. The motion  
was supported by Mr. Keenan and unanimously adopted.

Mr. Saxton adjourned the meeting.

**S P E C I A L  
A G E N D A**

02/14/08 4:03 version

**FINANCE AND CLAIMS COMMITTEE**

February 19, 2008, 10:55 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

February 19, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

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This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

**SECTION I. AGENCY CONTRACTS**

**SECTION II. DMB CONTRACTS**

Requests approval of the following:

**NEW CONTRACTS**

1s. **DEPARTMENT OF MANAGEMENT AND BUDGET**

- |    |                                       |   |
|----|---------------------------------------|---|
| 1) | Haworth, Inc.<br>Holland, MI          | \$ 8,000,000.00 (5 years)<br><b>FY08-13</b> 100% Various Funds<br>071I6200035 New Open Space<br>Office Systems, Lateral Files,<br>Design and Installation<br>Services, Statewide                      |
| 2) | Smart Office Systems<br>Lansing, MI   | \$ 2,000,000.00 (1 year)<br><b>FY08</b> 100% Various Funds<br>071I6200036 Refurbished Open<br>Space Office Systems, Lateral<br>Files, Design, Installation and<br>Refurbishing Services,<br>Statewide |
|    | DBI Business Interiors<br>Lansing, MI | \$ 2,000,000.00 (1 year)<br><b>FY08</b> 100% Various Funds<br>071I6200036 Refurbished Open<br>Space Office Systems, Lateral<br>Files, Design, Installation and<br>Refurbishing Services-Statewide     |

1s. DEPARTMENT OF MANAGEMENT AND BUDGET

3)	Xpedx Livonia, MI	\$ 131,191.14 (One-Time) <b>FY08</b> 100% Revolving Funds 071I8200047 Computer-to-Plate equipment plus maintenance for Printing Services
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**CONTRACT CHANGES**

2s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

Saginaw Valley Rehabilitation Center Saginaw, MI	\$ 622,898.00 Amendment \$ 2,422,898.00 New Total <b>FY08-09</b> 90% Federal Funds 10% General Funds 071B5200254 Additional funding for a one-year option to the contract for Rehabilitation Teaching and Counseling Services
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3s. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Arthur J. Gallagher & Company of MI St. Clair Shores, MI	\$ 145,000.00 Amendment \$ 360,000.00 New Total <b>FY08-09</b> 100% Revolving Funds 071B5200271 Additional funds for a one-year option to the contract for Insurance and Risk Management Services
2)	Motorola, Inc. Lansing, MI	\$ 2,500,000.00 Amendment \$ 11,142,158.00 New Total <b>FY08</b> 100% Restricted Funds 071B3001101 Additional funding for 2-Way Radios

4s. DEPARTMENT OF STATE

American Bank Note Company  
Franklin, TN

\$ 119,316.00 Amendment  
\$ 430,809.00 New Total  
**FY08-09** 9.9% General Funds  
90.1% Restricted Funds  
071B5200313 Additional funds  
for a one-year option to the  
contract for Printing of  
Certificates of Title

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.



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Mr. Saxton presented the Finance and Claims Committee Reports for the regular meeting of February 12, 2008, and the special meeting of February 19, 2008. After review of the foregoing Finance and Claims Committee Reports, Mr. Saxton moved that the Reports covering the regular meeting held February 12, 2008, and the special meeting held February 19, 2008, be approved and adopted. The motion was supported by Mr. Hank and unanimously approved.

# APPROVED

February 19, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources  
Committee was held at 3:30 p.m. on February 13, 2008. Those present  
being:

Chairperson: Joseph Pavona, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Brandon Hofmeister, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;  
Mike Blackledge, Connie Hanrahan, Amy Meldrum, Joyce Newell, Pat  
Scarlett, Betsy Steudle, Karen Watson, Department of  
Transportation

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There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Retroactive letters were received from the Director of the Department  
of Transportation, Kirk T. Steudle, regarding Items 37 and 40 of the  
regular agenda.

Following discussion, Mr. Shell moved that the Transportation regular  
agenda be recommended to the State Administrative Board for approval  
with Item 68 of the regular agenda contingent upon receipt of a 10%  
over engineer's estimate letter; Item 28 of the regular agenda  
contingent upon approval by the Attorney General; Items 23, 24, and 28  
of the regular agenda contingent upon approval by the Office of  
Commission Audit; and Item 8 of the regular agenda contingent upon  
additional information. Supported by Mr. Hofmeister, the motion was  
unanimously adopted.

Mr. Pavona adjourned the meeting.

See page 2

State Administrative Board  
February 13, 2008  
Page 2

*At the State Administrative Board meeting on February 19, 2008, Item 28 of the Transportation regular agenda was withdrawn by the Department of Transportation.*

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 13, 2008 – Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: February 19, 2008 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### **CONTRACTS**

1. HIGHWAYS (Real Estate) – Resolution “A” (Over-the-Counter Sale)  
Tract 1039, Control Section 41064, Parcel 428, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 5.778 acres. The tract was offered for sale at public auction on June 19, 2007, and did not sell. It was approved to be available for Over-the-Counter sale on July 10, 2007. The tract was appraised by Doug Bixby, Property Specialist, on August 8, 2007, at \$70,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on August 8, 2007, for the amount of \$70,000. James H. Engen has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$3,500, which represents a five percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties, which returns revenue to the state.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

**Risk Assessment:** If excess property is not sold, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49315.

2. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2007-0539/A1) between MDOT and the Kalamazoo County Aeronautics Board of Trustees (KCABT) will add the design of the terminal building (phase 1) to the project and will increase the contract amount by \$789,474. The original contract provides for the relocation of taxiway B south at the Kalamazoo/Battle Creek International Airport in Kalamazoo, Michigan. The contract term remains unchanged, June 19, 2007, through June 18, 2027. The revised contract amount will be \$4,200,474. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$1,631,664	\$750,000	\$2,381,664
State Bond Funds	\$1,567,050	\$ 19,737	\$1,586,787
KCABT Funds	\$ 212,286	\$ 19,737	\$ 232,023
Total	<u>\$3,411,000</u>	<u>\$789,474</u>	<u>\$4,200,474</u>

**Criticality:** This project will provide for an increase in capacity for passenger operations and administrative services and is essential to create a safer and more efficient system. The design phase must be completed at this time in order to allow the start of the project during the upcoming construction season. This project is federally-mandated to meet FAA safety standards and requirements.

**Purpose/Business Case:** To increase the contract amount by \$789,474 to add the development of engineering plans for the design of the terminal building (phase 1). With the addition of the design work, this contract will match the federal grant description for this project.

**Benefit:** Will improve safety while complying with FAA standards.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% KCABT Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not approved, the project cannot be completed as planned, as the KCABT would be responsible for the additional costs. The KCABT cannot afford the additional costs at this time without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders. The consultant contract will be reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49002.

3. \*AERONAUTICS AND FREIGHT SERVICES (Aeronautics) - Design of Airport Improvements

Memorandum of Understanding (MOU) (2008-0142) between MDOT and the Mackinac Island State Park Commission (MISPC) will provide federal and state grant funds for the design for the rehabilitation of runway 8/26, the taxiway, and the apron at the Mackinac Island Airport on Mackinac Island, Michigan. The MOU will be in effect from the date of award through twenty years to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$125,000. Source of Funds: FAA Funds (via block grant) - \$118,750 and State Bond Funds - \$6,250.

**Criticality:** This project is for the design portion of the rehabilitation of the runway, taxiway, and apron. The existing pavements are in poor condition and need to be rehabilitated. Rehabilitating the pavements will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or in injuries if the material strikes equipment or ground personnel. Delaying the project could affect airport safety.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 8/26, the taxiway, and the apron at the Mackinac Island Airport.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** 95% FAA Funds (via block grant) and 5% State Bond Funds.

**Commitment Level:** The MOU is for a fixed cost.

**Risk Assessment:** If the MOU is not approved, the project may not proceed as planned, as the MISPC cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49757.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Perimeter Fencing

Contract (2008-0157) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for perimeter fencing improvements at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$75,000. Source of Funds: FAA Funds (via block grant) - \$60,000; State Bond Funds - \$13,125; Dickinson County Funds - \$1,875.

**Criticality:** This project addresses a Part 139 Airport Certification Safety Inspection request to increase the fence height in an effort to immediately alleviate wildlife hazards at the airport. A section of the perimeter fence, which is currently eight feet high, will be upgraded to ten feet with a three-strand barbed wire section per the recommendation of the United States Department of Agriculture. The fencing project will increase safety and security at the airport. Delaying this project could affect the safety of the airport.

**Purpose/Business Case:** To provide for improvements to the perimeter fencing at Ford Airport, per the Part 139 Airport Certification Safety Inspection remarks.

**Benefit:** Will enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Dickinson County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49801.

5. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23002-102503) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of McConnell Highway in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on December 17, 2007. The project cost is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

**Criticality:** In October 2007, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

**Purpose/Business Case:** To provide for the installation of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with McConnell Highway in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$108,000; FY 2008 State Restricted Trunkline Funds - \$72,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48933.

6. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23016-102502) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc., (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Nixon Road in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on December 17, 2007. The project cost is estimated at \$220,000. Source of Funds: Federal Highway Administration Funds - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

**Criticality:** In October 2007, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists.

**Purpose/Business Case:** To provide for the installation of half-roadway gates and flashing-light signals at the existing grade crossing of GTW with Nixon Road in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$132,000; FY 2008 State Restricted Trunkline Funds - \$88,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48813.

7. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (23016-102504) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of the Windsor Highway and Royston Road roadway intersection in Eaton County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Eaton County Road Commission and approved on December 17, 2007. The project cost is estimated at \$249,507.70. Source of Funds: Federal Highway Administration Funds - \$149,704.62; FY 2008 State Restricted Trunkline Funds - \$99,803.08.

**Criticality:** In October 2006, members of a review team determined that flashing-light signals and half-roadway gates needed to be installed to provide appropriate warning for motorists. An administrative order was issued on February 14, 2007, that mandates that GTW make the safety enhancements.

**Purpose/Business Case:** To provide for the installation of flashing-light signals and half-roadway gates at the existing grade crossing of GTW with the Windsor and Royston roadway intersection in Eaton County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Eaton County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds, appropriated under the provisions of U.S. Code Title 23, Section 130, and by State dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$149,704.62; FY 2008 State Restricted Trunkline Funds - \$99,803.08.

**Commitment Level:** The authorization amount is based on GTW's detailed estimate. All costs will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, the identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Eaton County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48813.



8. \*FINANCE & ADMINISTRATION – Time Extension

Amendatory Contract (2005-0087/A1) between MDOT and Public Financial Management, Inc., will extend the contract term by two years to provide for an additional two years of services. The original contract provides for financial advisor services with respect to the issuance and marketing of State Trunkline and Comprehensive Transportation bonds, including maturity schedules, call features, interest payment dates, and rating agency presentations, among other duties. The revised contract term will be March 16, 2005, through March 15, 2010. The maximum contract amount remains unchanged at \$525,000. Source of Funds: State Restricted Trunkline Funds and/or State Restricted Comprehensive Transportation Funds, depending on the issue.

**Criticality:** MDOT is monitoring the financial markets and seeing a reduction in interest rates for municipal securities. MDOT needs to be able to go to the bond market quickly and refinance to a lower interest rate to reap these interest savings. MDOT cannot do this without the services of the bond financial advisor. For this reason, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term by two years to provide for an additional two years of specialized bond financial services, as allowed under the terms of the original contract. The services will allow MDOT to obtain a lower interest rate on its outstanding bonds and to reduce interest costs.

**Benefit:** MDOT will save transportation funds through reduced debt service expenditures.

**Funding Source:** The bond financial advisor services are paid from the bond proceeds as a cost of issuance.

**Commitment Level:** Fixed rates based on the types of bonds issued. Fees are only incurred if MDOT issues bonds.

**Risk Assessment:** If this amendment is not approved and the contract term is not extended, MDOT will not be able to take advantage of reduced interest costs.

**Cost Reduction:** The financial advisor has agreed to continue its existing fee schedule.

**Selection:** N/A for amendment; best value for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

9. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0804) between MDOT and Escanaba & Lake Superior Railroad, dated July 5, 1994, provides for improvements under job number 88499 at multiple crossing surfaces of Escanaba & Lake Superior Railroad with Highway M-28, US-141, and US-45 in Iron and Ontonagon Counties. The improvements include reconstruction of the crossing surfaces and modernization of the existing warning devices and circuitry. This work will reduce the potential for loss of control of vehicles due to the existing condition of the crossings.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$1,018,405</u>
Total Funds	<u>\$1,018,405</u>

STRG 31021 - 88499

Railroad Force Account Work

**Criticality:** The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with a related roadway project that was previously let in August 2007 and has been subsequently awarded. Therefore, delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

**Purpose/Business Case:** To facilitate maintenance of traffic for an MDOT roadway project.

**Benefit:** Increased safety by providing smoother crossing surfaces.

\*Denotes a non-standard contract/amendment

**Funding Source:** Federal Highway Administration Funds.

**Commitment Level:** 100% federal funds; based on estimate.

**Risk Assessment:** If the work is not performed, vehicles will continue to experience roughness when crossing over the tracks, which presents a safety hazard.

**Cost Reduction:** Improvements are on railroad property, and Escanaba & Lake Superior Railroad is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Improvements to existing railroad crossing surfaces.

**Zip Code:** 49960.

10. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0809) between MDOT and Mid-Michigan Railroad, Inc., dated July 5, 1994, provides for improvements under job number 102513 to a crossing of Mid-Michigan Railroad, Inc., near the village of West Olive, Ottawa County. The improvements include the removal and reconstruction of the Fillmore Street crossing surface at its existing width and location.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$ 26,000</u>
Total Funds	<u>\$ 26,000</u>

MRR 70013 - 102513

Railroad Force Account Work

**Criticality:** The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in July 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

**Purpose/Business Case:** To facilitate maintenance of traffic for MDOT corridor project JN 100582.

**Benefit:** Increased safety by providing smoother crossing surfaces.

**Funding Source:** State Restricted Trunkline Funds.

**Commitment Level:** 100% State Funds; based on estimate.

**Risk Assessment:** Failure to improve the crossing surface would result in a higher risk of the loss of control of vehicles.

**Cost Reduction:** Improvements are on railroad property and Mid-Michigan Railroad Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49460.

11. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2002-0648/A6) between MDOT and Hardesty & Hanover, LLP, will provide for the performance of additional design services and will increase the contract amount by \$292,443.33. The additional services will include revising the design for the bridge substructure to accommodate the revised foundation loading condition. The additional work items include the revised design for the foundation, bascule piers and abutments, cofferdam, and slope protection. The original contract provides for the performance of early preliminary and design engineering services (Phases I and II) for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (CS 82071- JNs 54049 and 54049D). The contract term remains unchanged, November 14, 2002, through June 1, 2009. The revised contract amount will be \$4,733,617.02. Source of Funds: 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

**Criticality:** It is critical that this amendment be approved at this time to provide for the revised design for the bridge substructure to accommodate the revised foundation loading condition. The consultant, MDOT, and the FHWA reviewed the proposed design, and the MDOT geotechnical engineer recommended a revised design to provide adequate support for loads on the bridge. If this amendment is not approved, the project schedule will be jeopardized. As a result, this contract cannot be deferred to a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional design services and to increase the contract amount by \$292,443.33. The additional services will include revising the design for the bridge substructure to accommodate the revised foundation loading condition.

**Benefit:** Will provide for the performance of design services critical to accommodating the revised foundation loading condition and to maintaining operational conditions for vehicular and navigational traffic.

**Funding Source:** 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the services are not performed at this time, the bridge could continue to deteriorate rapidly, which could necessitate closure of the bridge.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualification-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48217.

12. \*HIGHWAYS - Novation, IDS Time Extension

Amendatory Contract (2005-0114/A1) between MDOT and Tetra Tech of Michigan, P.C., will provide for the reassignment of the contract responsibilities for the indefinite delivery of services (IDS) contract and all authorizations issued under it from Tetra Tech MPS to Tetra Tech of Michigan, P.C., due to a name change. The amendment will also extend the term of the IDS contract by two years to provide sufficient time for the consultant to complete ongoing construction engineering services under authorizations (Z6) and (Z17), for which additional time is needed to complete the required second season of construction contractor oversight for landscaping guarantees related to highways projects in the city of Southfield, Oakland County. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be March 16, 2005, through March 15, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The IDS contract needs to be extended so that authorizations (Z6) and (Z17) can be extended. Approval of this amendment at this time is critical because the original contract and the authorizations issued under it will expire in March 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To novate the IDS contract and all authorizations issued under it and to extend the term of the IDS contract by two years in order to allow authorizations issued under it to be extended. This will allow the consultant to complete the services for ongoing projects, including work under authorizations (Z6) and (Z17). No new authorizations will be issued under this IDS contract.

**Benefit:** Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved and the term of the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended and needed services may not be completed.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

### 13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0126/A1) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z1), for which additional time is needed for continued testing of multiple types of Vehicle Infrastructure Integration equipment. (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through April 4, 2010. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The IDS contract needs to be extended so that authorization (Z1) can be extended. Approval of this amendment at this time is critical because the original contract and the authorizations issued under it will expire in April 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term of the IDS by two years in order to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete the services for ongoing projects, including work under authorization (Z1).

**Benefit:** Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved and the term of the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended and needed services may not be completed.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z1/R1) under Contract (2005-0126) between MDOT and Parsons Brinckerhoff Michigan, Inc., will extend the authorization term by two years to allow the consultant to continue to provide testing services at no additional cost. The original authorization provides for the creation of Intelligent Transportation System (ITS) Vehicle Infrastructure Integration (VII) test beds at sites in the Metro Region, including data collection and communications services for intelligent vehicles (CS 84917 - JN 58098). The revised authorization term will be April 20, 2005, through April 4, 2010. The authorization amount remains unchanged at \$463,460.06. The contract term will be April 5, 2005, through April 4, 2010. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

**Criticality:** Authorization (Z1) needs to be extended to allow the consultant to continue to provide testing services at no additional cost. Approval of this revision at this time is critical to provide for uninterrupted testing services because the authorization will expire on April 4, 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the authorization term by two years to allow the consultant to continue to provide testing services at no additional cost.

**Benefit:** Additional testing will be completed at no additional cost to MDOT.

**Funding Source:** 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, the opportunity for additional testing will be lost.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0166/A1) between MDOT and Wilcox Professional Services, LLC, will extend the term of the indefinite delivery of services (IDS) contract by three years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z26), for which extra time is needed for the completion of design work. (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be April 5, 2005, through April 4, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The IDS contract needs to be extended so that authorization (Z26) can be extended. Authorization (Z26) provides for the design for the bridge replacement on M-46 over Abbey Drain/Williams Creek. If the bridge is not replaced, it will continue to deteriorate, safety risks will continue to increase, and additional maintenance funds could be required to make repairs. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the term of the IDS contract by three years. The additional time is needed because projects were delayed during funding reallocation. The time extension will allow engineering services for various ongoing projects authorized under this IDS contract to be considered for time extensions when conditions warrant, pending SAB approval. Authorizations in need of time extensions will be individually submitted to the SAB for approval. No new authorizations will be issued under this IDS contract.

**Benefit:** Authorizations written under this IDS contract can be extended, pending SAB approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized under this IDS contract that may be in need of additional time.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment and for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

16. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z26/R1) under Contract (2005-0166) between Wilcox Professional Services, LLC, will extend the authorization term by three years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the projects were delayed during funding reallocation. The original authorization provides for the design for the bridge replacement on M-46 over Abbey Drain/Williams Creek in Saginaw County (CS 73061 - JN 84162D). The revised authorization term will be December 13, 2005, through April 4, 2011. The authorization amount remains unchanged at \$122,280.13. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** Poor elements on this structure could result in unsafe conditions. If the replacement work is not performed now, the bridge will continue to deteriorate until it poses safety risks for vehicles crossing the structure. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To extend the authorization term by three years to provide sufficient time for the consultant to complete the design services. This project is for the bridge replacement on M-46 over Abbey Drain/Williams Creek in Saginaw County. The intent of this project is to preserve the life of this structure.

**Benefit:** Will ensure safe vehicular travel over this bridge.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete the project work, and the bridge will continue to deteriorate and may become a safety risk for vehicular traffic.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48626.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z23) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. Work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$498,153.51. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for projects in the Bay Region administered by the Bay City TSC.

**Benefit:** Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 48706.

#### 18. HIGHWAYS - IDS Engineering Services

Authorization (Z29) under Contract (2006-0603) between MDOT and Rowe Incorporated will provide for as-needed technical assistance services to be performed for the Cass City Transportation Service Center (TSC) at various locations in Huron, Sanilac, and Tuscola Counties. The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$133,059.01. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The as-needed office technical assistance services will allow the Cass City TSC to fulfill construction requirements and ensure that all federal and state guidelines are met so that federal funding is not jeopardized. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed technical assistance services to be performed for the Cass City TSC at various locations in Huron, Sanilac, and Tuscola Counties. The services will cover the 2008 construction season.

**Benefit:** Will provide for project file administration, in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction, and could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48726.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z28/R1) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of additional construction engineering services and will increase the authorization amount by \$395,177.14. The additional services will include project administration, inspection, staking, quality assurance testing and reporting, measurement, computation and documentation of quantities, reporting and record keeping, and finalizing all project documentation. This work is a continuation of the same work issued under the original authorization. The original authorization provides for the performance of full construction engineering services at Greenfield Road over US-12, in the city of Dearborn, Wayne County (CS 82062 - JN 51484A). The authorization term remains unchanged, October 16, 2007, through September 27, 2009. The revised authorization amount will be \$420,062.14. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Criticality:** Construction engineering services are required during construction by federal law and are required to meet the demands of the project in a time. As a result, this authorization revision cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional construction engineering services, including project administration, inspection, staking, quality assurance testing and reporting, measurement, computation, and documentation of quantities, reporting and record keeping, and finalizing all project documentation. This work is a continuation of the same work issued under the original authorization.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects. The original authorization was issued as a preliminary authorization to prevent the loss of federal funding.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is a not a new project.

**Zip Code:** 48126.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for as-needed inspection and testing services, including construction staking, to be performed for the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. The work items include right-of-way staking, establishment of horizontal and vertical alignments, and bridge structure surveys. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$849,881.95. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



**Criticality:** The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for projects in the Bay Region administered by the Bay City TSC.

**Benefit:** Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 48706.

## 21. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for as-needed inspection and testing services, including construction staking, to be performed for the Jackson Transportation Service Center (TSC). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$192,224.05. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** Proper construction inspection and staking are critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. MDOT needs the experience and expertise of this consultant to ensure adequate inspection and staking of construction projects within the Jackson TSC service area. Many of the projects requiring this service are scheduled to begin in April 2008. It will be necessary for the consultant to begin initial layout staking prior to the start of construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed inspection and testing services, including construction staking, to be performed for the Jackson TSC.

**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49252.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC) at various locations in Arenac, Bay, and Saginaw Counties. Work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$496,740.98. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The inspection and testing services will help to ensure that highway construction projects are completed in accordance with state and federal guidelines. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for projects in the Bay Region administered by the Bay City TSC.

**Benefit:** Will provide inspection and testing services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 48706.

23. \*HIGHWAYS - Construction Engineering Services

Contract (2008-0085) between MDOT and HNTB Michigan, Inc., will provide for full construction engineering services to be performed for the road and bridge reconstruction of the Wixom Road Interchange at I-96 in the city of Wixom, Oakland County (CS 63022 - JN 05892A, 60083A). The work items include construction administration, staking, road and bridge materials inspections, quality assurance testing and reporting, documentation of quantities, and finalizing all project documentation. The contract amount will be \$2,280,632.84. The contract will be in effect from the date of award through December 31, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** Construction engineering services are required during construction by federal law and are required to meet the demands of the project on time. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for full construction engineering services to be performed for the road and bridge reconstruction of the Wixom Road Interchange at I-96 in the city of Wixom, Oakland County.

**Benefit:** Will provide for construction engineering services to be performed that are required by federal law for the construction contract work, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not approved, the project will lack adequate inspection and testing, which could result in substandard work. Current state and federal standards will not be met, and federal funding could be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48393.

24. **\*HIGHWAYS - Design Engineering Services**

Contract (2008-0099) between MDOT and Alfred Benesch & Company will provide for design services to be performed for the roadway reconstruction of a six-lane boulevard, drainage improvements, intersection improvements, and traffic signal improvements on M-53 from 15 Mile Road to 18 Mile Road in the city of Sterling Heights, Macomb County (CS 50011 - JN 80920C). The work items include design services for road design surveys, right-of-way surveys, hydraulic surveys, traffic signal design, traffic capacity analysis, geometric studies, safety studies, maintaining traffic plans, pavement marking plans, permanent non-freeway traffic signing plans, and municipal utilities design. The contract amount will be \$1,743,861.77. The contract will be in effect from the date of award through November 30, 2011. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** The population of the Sterling Heights area continues to grow and the transportation network of roads needs to follow that growth in order to maintain adequate public safety. The contract will provide design services for the reconstruction of M-53 in a busy area of Sterling Heights. The project will improve ride quality and safety. Due to the current rate of deterioration of the roadway and to geometric elements that are no longer considered safe, the project cannot be delayed. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for design services to be performed for the roadway reconstruction of a six-lane boulevard, drainage improvements, intersection improvements, and traffic signal improvements on M-53 from 15 Mile Road to 18 Mile Road in the city of Sterling Heights, Macomb County. This roadway carries 60,000 vehicles per day. The existing roadway was last rehabilitated in the 1980's and has deteriorated so much that the existing surface can no longer be safely maintained. The project will bring several geometric elements up to current safety standards, including pavement cross slope, superelevation, and Americans with Disabilities Act compliant ramps. A full reconstruction will provide a service life of 20 to 30 years.

**Benefit:** Reconstruction of the roadway will improve ride quality and safety and will bring the area into compliance with current state and federal standards.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the design services would result in increased maintenance costs for repair services that can no longer be effective, and a lost opportunity to restore the roadway and increase safety. Congestion, increased travel time, and reduced incident management capabilities will result as the area continues to grow. Current state and federal standards will not be met, and federal funding could be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48312.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of full bridge construction engineering services for I-94 over the Sandstone River, Jackson County (CS 38101 - JN 78896A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services (IDS) contract. The authorization amount will be \$319,980.34. The contract will be in effect from the date of award through three years. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** Proper construction inspection is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. MDOT needs the experience and expertise of this consultant to ensure adequate inspection during construction. This project is scheduled to begin in late March 2008. It will be necessary for the consultant to begin initial layout staking prior to the start of construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services on I-94 over the Sandstone River, Jackson County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0131) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of full road construction engineering services for I-94 at Dearing Road, Jackson County (CS 38101 - JN 79980A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services (IDS) contract. The authorization amount will be \$165,131.54. The contract will be in effect from the date of award through three years. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** Proper construction inspection is critical in order to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. MDOT needs the experience and expertise of this consultant to ensure adequate inspection during construction. This project is scheduled to begin in late March 2008. It will be necessary for the consultant to begin initial layout staking prior to the start of construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of full construction engineering services on I-94 at Dearing Road, Jackson County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201.

27. HIGHWAYS - IDS Engineering Services

Contract (2008-0137) between MDOT and Ayres Associates, Inc., of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

28. \*HIGHWAYS – Development of 2010 Standard Specifications for Construction

Contract (2008-0138) between MDOT and Trauner Consulting Services, Inc., will provide for the development of a 2010 Standard Specifications for Construction for use by MDOT in conjunction with highway construction projects. The services will include assisting MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document ready for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. The contract will be in effect from the date of award through March 31, 2011. The contract amount will be \$1,137,982.37. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The MDOT Standard Specifications for Construction and the Construction Manual are the primary source documents governing the administration of MDOT's road and bridge construction program. The standard specifications must be periodically revised in order to incorporate new contract award and administration requirements, construction methods, and construction materials specifications. The Construction Manual, which provides staff guidance on documentation and inspection practices required to ensure conformance with the standard specifications, must be revised each time the standard specifications are revised. The last time these documents were revised was in 2003. When complete, these will be issued as 2010 editions and will be in effect for seven to ten years. The expertise of the selected consultant is needed to work with and provide support services for MDOT staff and to recommend current best practices from other departments of transportation and the Federal Highway Administration.

**Purpose/Business Case:** The consultant will assist MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. Successful completion of this project will require that the consultant review existing MDOT documents pertaining to road and bridge construction, evaluate documentation by other state departments of transportation pertaining to road and bridge construction, evaluate current academic and commercial sources of information pertaining to construction materials specifications, and recommend additional best practices for consideration by MDOT.

**Benefit:** The manual will facilitate MDOT compliance with various statutes and permit requirements and will provide consistency in the roll out of the new specifications to the transportation construction industry throughout the state. Contracting for this service will allow the manual to be developed in a timely manner with input from MDOT staff, other stakeholders, and road and bridge construction experts.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the manual is not revised, the current practice of incorporating the necessary changes to the specifications on a project-by-project basis will continue with its inherent statewide inconsistencies. This could result in higher construction costs for MDOT.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

29. HIGHWAYS - IDS Engineering Services

Contract (2008-0141) between MDOT and Gosling Czubak Engineering Sciences, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services

Contract (2008-0143) between MDOT and Materials Testing Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services

Contract (2008-0155) between MDOT and OT Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0155) between MDOT and OT Services will provide for as-needed technical assistance services to be performed for the Bay City Transportation Service Center (TSC) for construction projects at various locations in Arenac, Bay, and Saginaw Counties. The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through the expiration of the indefinite delivery of services contract. The authorization amount will be \$118,571.13. The contract will be in effect from the date of award through three years. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The as-needed office technical assistance services will allow the Bay City TSC to fulfill construction requirements and ensure that all federal and state guidelines are met so that federal funding is not jeopardized. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for as-needed technical assistance services to be performed for the Bay City TSC at various locations in Arenac, Bay, and Saginaw Counties. The services will cover the 2008 construction season.

**Benefit:** Will provide for project file administration, in accordance with state and federal standards. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the program not being delivered in a timely manner, which would cause delays during construction and could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48706.

33. HIGHWAYS - Participation for Local Agency Construction Contract  
Amendatory Contract (2008-5018) between MDOT and the Montcalm County Road Commission will provide for participation in the following improvements:

Non-motorized pathway work along a public easement from Coral Road northerly to Forest Road and along Forest Road from the public easement easterly to Sheldon Street for the Fred Meijer Heartland Trail, including grading, aggregate base, and hot mix asphalt paving work

The purpose of this amendment is to provide for federal participation for the construction engineering, construction materials testing, and inspection work and the associated increase in the project cost.

Estimated Funds:

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$430,200	\$44,900	\$475,100
Montcalm County Road Commission Funds	<u>\$107,500</u>	<u>\$11,300</u>	<u>\$118,800</u>
Total Funds	<u>\$537,700</u>	<u>\$56,200</u>	<u>\$593,900</u>

HPSL 59117 - 88402  
Amendment

**Criticality:** This amendment will allow the County to be reimbursed with federal funds for eligible costs. Delaying this project will keep the County from receiving the proper financial assistance for eligible costs associated with this project.

**Purpose/Business Case:** To amend the original contract to include costs incurred by the County for construction engineering, construction materials testing, and inspection, which are eligible for reimbursement with federal funds.

**Benefit:** Will allow the County to receive federal funds for costs that are eligible for reimbursement.

**Funding Source:** Federal High Priority Project – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Funds and Montcalm County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Montcalm County Road Commission.

**Risk Assessment:** Without this amendment, the County cannot receive federal funds for costs incurred for construction engineering, construction materials testing, and inspection for this project.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48888.

34. HIGHWAYS (Real Estate) - IDS Real Estate Title Services  
Contract (2008-0136) between MDOT and Sun Title Agency of Michigan, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



35. \*INTERNATIONAL BRIDGE ADMINISTRATION – Plaza Study

Contract (2008-0145) between the International Bridge Administration (IBA) and Wilbur Smith Associates, Inc., Michigan will provide for the performance of a plaza study at the International Bridge in Sault Ste. Marie, Chippewa County (CS 17034 - JN M00216). The purpose of this study is to analyze and evaluate alternatives for the relocation of the administrative, toll plaza, and maintenance facilities. The work items include the preparation of an environmental review, a traffic study, and alternative site plans. The contract will be in effect from the date of award through January 1, 2009. The contract amount will be \$223,706.62. Source of Funds: 100% IBA Toll Revenue Funds.

**Criticality:** The performance of the plaza study is critical due to traffic flow problems on the International Bridge and within the United States Customs and Border Protection (USCBP) and IBA plazas. The U.S. Department of Homeland Security, the USCBP, and the U.S. General Services Administration (GSA) have indicated to both MDOT and the IBA their desire to modify and expand operations on the plaza in order to address the flow problems in the secondary inspection area. This may require the relocation of IBA operations. As a result, this contract cannot be deferred to a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the preparation of a site plan, an environmental clearance, and a final traffic study for the International Bridge Plaza in Sault Ste. Marie in Chippewa County. The purpose of the study is to analyze and evaluate alternatives for the relocation of the IBA's administrative, toll plaza, and maintenance facilities utilizing the existing footprint to the maximum extent possible and for the redevelopment of adjacent right-of-way and adjacent properties to the south of the existing plaza. The consultant will collect, analyze, and evaluate traffic and engineering data, conduct an environmental review, and coordinate with GSA to minimize any potential for conflicts between IBA activities and the activities of the various federal agencies that occupy the GSA portion of the plaza.

**Benefit:** Will alleviate plaza traffic flow problems and provide for a new facility that will enable the IBA to administer and maintain the bridge.

**Funding Source:** 100% International Bridge Administration Toll Revenue Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, the existing traffic flow problems will continue to negatively impact border wait times.

**Cost Reduction:** Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project

**Zip Code:** 49783.

36. \*PASSENGER TRANSPORTATION - Decrease Amount, Adjust Funding

Amendatory Contract (2007-0152/A2) between MDOT and VPSI, Inc. (VPSI), will reduce state funds by \$12,946, increase Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement Funds by \$2,797, and adjust line items to reflect actual expenses incurred during FY 2007. The reduction in state funding is necessary to fund an audit settlement required for VPSI Contract (93-1300); the additional FHWA funding and funding adjustments to FY 2007 line items will help to offset the state funding decrease. The original contract provides for vanpool services in all Michigan counties except Allegan, Kent, and Ottawa, as vanpool services in these counties will be provided by a public transit agency. VPSI uses an extensive fleet management system and promotional programs to work with rideshare offices, state agencies, employers, and the public to recruit people to use vanpools as an alternate transportation mode to the single occupant vehicle work commute. The contract term remains unchanged, October 1, 2006, through September 30, 2008. The revised contract amount will be \$4,091,151. Source of Funds: FHWA Funds - \$1,947,433; Federal Transit Administration (FTA) Funds - \$1,766,664; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$377,054.

**Criticality:** Approval of this amendment is critical to provide the required funding for an audit settlement under VPSI Contract (93-1300).

**Purpose/Business Case:** To provide additional federal funds, to reduce state funding to provide for an audit settlement, and to adjust funding among line items to allow the continuation of the MichiVan program for the remainder of this fiscal year.

**Benefit:** Increased transit options and improved air quality.

**Funding Source:** FHWA Funds - \$1,947,433; FTA Funds - \$1,766,664; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$377,054.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the discontinuation of the program and the loss of transportation to work for hundreds of people.

**Cost Reduction:** Grant amount is approved by the FHWA and the FTA, and is not negotiated.

**New Project Identification:** This is not a new project.

**Selection:** N/A.

**Zip Code:** 48909.

37. TRANSPORTATION PLANNING - Time Extension

**Retroactive** Authorization Revision (Z2/R2) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will extend the authorization term by one year (142 days retroactive) to provide sufficient time for the consultant to complete the services. The additional time is needed because internal work on the project was delayed due to staffing and scheduling conflicts with other MDOT projects. Internal work is now back on track, and a September 30, 2008, completion date seems feasible. This revision will allow costs incurred between October 1, 2007, and February 19, 2008, to be reimbursed. The original authorization, which expired on September 30, 2007, provided for an analysis of current developments and practices in activity-based and tour-based travel demand modeling and for recommendations for future activity-based and/or tour-based model development. The revised authorization term will be November 18, 2005, through September 30, 2008. The contract amount remains unchanged at \$36,126. The contract term is November 17, 2005, through November 16, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This revision is retroactive because of miscommunication between the MDOT contract administrator and the MDOT project manager, who mistakenly thought that a time extension had already been processed.

**Criticality:** The consultant reviews and research are vital to determining the future direction of travel demand modeling at MDOT. If this revision is not approved, the project cannot be completed and MDOT will be unable to determine if the costs of developing, maintaining, and using these types of models are appropriate for MDOT.

**Purpose/Business Case:** To retroactively extend the authorization term by one year. The consultant will continue to review products from Phase I and Phase II of the Model Improvement and Quality Program, will investigate current developments and practices in activity-based and tour-based travel demand modeling, and will make recommendations for MDOT use of activity- and/or tour-based models, including providing final model specifications and a scope of services for Phase IIIc model development.

**Benefit:** Will provide sufficient time for the consultant to complete the research on and development of the next generation of travel demand models. The models will be used in long-range planning and project development.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** This is a low bid contract based on fixed hourly rates.

**Risk Assessment:** National research and development in travel demand modeling methodology is moving toward the use of activity- and tour-based models. If the work is not performed, MDOT will not be able to determine if it is in MDOT's financial best interests to develop, maintain, and use models of these types.

**Cost Reduction:** The project was awarded to the lowest bidder.

**Selection:** N/A for revision; qualifications-based/low-bid for original authorization.

**New Project Identification:** This is not a new project.

**Zip Codes:** 48909.

38. \*TRANSPORTATION PLANNING - Increase Services and Amount, Extend Term

Amendatory Contract (2006-0045/A4) between MDOT and Wilbur Smith Associates, Inc., Michigan will add services to complete additional development work required to expand the Benefits Estimation System for Transportation (BEST) Tool to include economic data from 84 counties (rather than 17) using the recently acquired Regional Economic Models, Inc. (REMI), model, will increase the contract amount by \$56,204.37, and will extend the contract term by three months to provide sufficient time for the consultant to complete the services. The original contract provides for assistance in the development of MDOT's 2005-2030 State Long Range Plan (SLRP) process. The revised contract term will be November 2, 2005, through May 31, 2008. The revised contract amount will be \$2,399,458.11. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

**Criticality:** The current contract will expire on February 28, 2008. MDOT desires to have the consultant fully develop, test, and complete the BEST economic tool. MDOT's purchase of the REMI model has created additional development work for the BEST tool by increasing counties from 17 to 84. The delay in this contract is due to MDOT receiving the new REMI model later than anticipated.

**Purpose/Business Case:** The purpose of the State Long Range Transportation Plan project is to support MDOT's efforts to create a statewide strategic multimodal plan for an intelligent, inclusive, integrated, and international transportation system that is socially, environmentally, and economically responsible. This is governed by federal law (23 USC 134 and 135.) This phase of the contract will provide MDOT with the tool needed to assess policy and program economic impacts.

**Benefit:** MDOT will have a customized economic analysis tool that will give MDOT the ability to prioritize and soundly commit scarce financial resources. MDOT's planning partners (Metropolitan Planning Organizations, Regions) also benefit as the tool will be shared with them and become part of their respective planning programs.

**Funding Source:** 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the amendment is not approved, the economic analysis segment of this project could be jeopardized and MDOT could have an inadequate economic tool to use in long-range plan development.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed services.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48909.

39. TRANSPORTATION PLANNING - IDS RoadSoft Strategic Model

Authorization (Z8) under Contract (2007-0339) between MDOT, on behalf of the Transportation Asset Management Council (TAMC), and Michigan Technological University (MTU) will provide for the development of a strategic analysis model to be used by local units of government using pavement management software (RoadSoft). A pavement management system allows an engineer to determine the best fix to apply to a road to ensure the maximum useful life of that road. The authorization will be in effect from date of award through December 31, 2008. The authorization amount will be \$129,228.19. The contract term is January 1, 2007, through December 31, 2009. Source of Funds: 100% State Restricted Michigan Transportation Funds.

**Criticality:** The TAMC is required by state law to recommend strategies for the upkeep and maintenance of Michigan's roads and bridges. The RoadSoft model is used to aid the council in this critical activity.

**Purpose/Business Case:** To comply with MCL 247.659a, which requires the TAMC to recommend a statewide asset management strategy to the State Transportation Commission and the Michigan legislature. The use of a computer model is required for the development of such a strategy, and the TAMC has chosen RoadSoft as the model to be used.

**Benefit:** To fulfill MDOT's fiduciary responsibility under federal law for the maintenance of the federal aid system. This is also a critical element in the ongoing partnership between MDOT and the local road agencies to institute asset management on a statewide basis. This tool will provide for better decision making and will provide the legislature with a better understanding of the effects of current funding levels on the conditions of Michigan roads and bridges.

**Funding Source:** 100% State Restricted Michigan Transportation Funds.

**Commitment Level:** The authorization is for a fixed amount.

**Risk Assessment:** If the authorization is not approved, ongoing development will cease, and enhanced functionality will not be added to the software. This will cause problems for the local road agencies, as requested functionalities will not be built into the system, and the TAMC will have to develop a different method of estimating future conditions in order to fulfill the legislative mandate.

**Cost Reduction:** The cost was reviewed by the TAMC for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49931.

40. \*TRANSPORTATION PLANNING - Idlewild Michigan Transformation Initiative

**Retroactive** Memorandum of Understanding (MOU) (2008-0128) between MDOT, the Michigan Economic Development Corporation (MEDC), and the Michigan Department of History, Arts, and Libraries will provide for participation in the Idlewild, Michigan, Transformation Initiative for fiscal year (FY) 2008 (142 days retroactive). The primary objective of the initiative is to foster the revitalization, preservation, and celebration of Idlewild, Michigan. An independent consultant will be hired to create an economic development strategy for Idlewild, including the development of a comprehensive transportation plan for the area. The MOU will be in effect from October 1, 2007, through September 5, 2008. The MOU amount will be \$44,999; MDOT's contribution will be \$24,999. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

This MOU is retroactive because MDOT did not receive the MOU documents until late November 2007, and final MOU language was not completed until December 2007.

**Criticality:** Approval of this MOU will allow MDOT to participate in the Idlewild Transformation Initiative for FY 2008. This MOU is critical to the successful implementation of the Idlewild Transformation Initiative.

**Purpose/Business Case:** To provide for participation in the Idlewild, Michigan, Transformation Initiative for FY 2008. The primary objective of the initiative is to foster the revitalization, preservation, and celebration of Idlewild, Michigan. An independent consultant will be hired to create an economic development strategy for Idlewild, including the development of a comprehensive transportation plan for the area. MDOT will provide State Planning and Research funds for the initiative.

**Benefits:** The transportation component of the initiative will include historical research, identification of community transportation concerns and issues, assessment of opportunities for non-motorized facilities, and identification of the community's future multi-modal needs.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved State Planning and Research Program for FY 2008.

**Risk Assessment:** If this MOU is not approved, MDOT will not be able to participate in the Idlewild Transformation Initiative during FY 2008.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49642.

41. \*TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2008-0135) between MDOT and the City of Hillsdale will transfer jurisdiction of Old M-99 from MDOT to the City of Hillsdale and will transfer jurisdiction of relocated M-99 from the City of Hillsdale to MDOT. Jurisdiction will transfer upon the date of the award of the MOU. This is a zero dollar MOU.

**Criticality:** Jurisdictional transfers are used to assign the jurisdiction of roadways to agencies at the appropriate levels of government. Once Old M-99 is under local jurisdiction, the roadway will be ranked as an important municipal street. The roadway, which no longer functions as a state trunkline, will no longer have a low ranking relative to other state trunklines in the region. Such distinctions are critical to the prudent allocation of the limited funds available to all road agencies for improvements. MDOT has completed a project for the relocation of M-99, and the subject jurisdictional transfers are the culmination of this long-planned and locally high-profile project.

**Purpose/Business Case:** To transfer jurisdiction of old M-99 from MDOT to the City of Hillsdale and to transfer jurisdiction of relocated M-99 from the City of Hillsdale to MDOT. These jurisdictional transfers seek to assign the jurisdiction of the roadways to agencies at the correct levels of government based on roadway function, which will allow scarce funds for roadway improvements to be prioritized relative to the appropriate road systems.

**Benefit:** The transfer of Old M-99 from MDOT to the City of Hillsdale will free MDOT funds to be spent on higher ranking roadways in the area and will fulfill the long-term project planning for the area.

**Funding Source:** This is a zero dollar MOU.

**Commitment Level:** N/A.

**Risk Assessment:** If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway (Old M-99) on its inventory of state roads. Over time, the costs of maintaining such a roadway would far outweigh the contract costs of a future jurisdictional transfer, and the locally high-profile project would remain incomplete.

**Cost Reduction:** Once the MOU is in effect, MDOT will no longer have maintenance responsibility for the roadway (Old M-99) transferred to the city.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49242-1695.

## SUBCONTRACTS

42.	<b>Downunder Municipal Services, LLC</b> <b>2612 Miller Road</b> <b>Kalamazoo, MI 49001</b>	<b>Low Bid:</b>	<b>\$ 300,000</b>
		<b>1<sup>st</sup> Year:</b>	<b>\$ 100,000</b>
		<b>2<sup>nd</sup> Year:</b>	<b>\$ 100,000</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 100,000</b>
		<b>Engineer's Estimate:</b>	<b>\$ 330,000</b>
		<b>Over/Under:</b>	<b>- 9.1%</b>

### **Description of Work: Catch Basin Cleaning**

Approval is requested to authorize the Kent County Road Commission to award a three-year subcontract for catch basin cleaning at various locations along state trunklines in Kent County. Costs are based upon a set unit cost per hour that remains fixed throughout the term of the contract. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised, and six bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the catch basins and tiles will plug, which could cause drainage to back up on state trunklines. The backup of drainage could lead to road flooding, which could result in costly future repairs and hazardous road conditions.

**Purpose/Business Case:** This contract provides for catch basin cleaning at various locations along state trunklines in Kent County.

**Benefit:** Will help MDOT to maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the services are not performed, the catch basins and tiles could become clogged, which would result in drainage backups or flooding of trunklines. This could lead to costly future road repairs.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49001.

43.	<b>Stout's Lawn Care</b>	<b>Low Bid:</b>	<b>\$ 56,694</b>
	<b>1901 Douglas Road</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 18,898</b>
	<b>Riverdale, MI 48877</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 18,898</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 18,898</b>
		<b>Engineer's Estimate:</b>	<b>\$ 68,100</b>
		<b>Over/Under:</b>	<b>- 16.7%</b>

**Description of Work: Rest Area Janitorial and Grounds Maintenance**

Approval is requested to authorize the Montcalm County Road Commission to award a three-year subcontract for the provision of janitorial services, grounds maintenance, and lawn maintenance at three roadside parks (M-46 Marl Lake, M-66 Sheridan, and M-57 Greenville) in Montcalm County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the rest area buildings and grounds will not be properly maintained. This work is needed to keep the rest areas open for the public to use.

**Purpose/Business Case:** This contract will provide for janitorial services, grounds maintenance, and lawn maintenance to be performed at three roadside parks in Montcalm County.

**Benefit:** Will provide for safe, clean, sanitary, and properly supplied tourist facilities for travelers.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If the work is not performed, there will be a significant increase in public user complaints and the rest area could become unsafe.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48877.

44.	<b>Sanisweep, Inc.</b>	<b>Low Bid:</b>	<b>\$ 746,791.83</b>
	<b>0-3450 Riverhill Drive NW</b>	<b>1<sup>st</sup> Year:</b>	<b>\$ 248,930.61</b>
	<b>Grand Rapids, MI 49544</b>	<b>2<sup>nd</sup> Year:</b>	<b>\$ 248,930.61</b>
		<b>3<sup>rd</sup> Year:</b>	<b>\$ 248,930.61</b>
		<b>Engineer's Estimate:</b>	<b>\$ 746,799.00</b>
		<b>Over/Under:</b>	<b>- 0.0%</b>

**Description of Work: Street Sweeping**

Approval is requested to authorize the Kent County Road Commission to award a three year subcontract for street sweeping on various trunklines located throughout Kent County. Costs are based upon a set unit cost per mile including bridge decks. This project has unknown quantities because services include call out sweeping. MDOT found the cost to be reasonable and competitive with surrounding counties. The project was advertised; one bid was received and accepted. The subcontract will be in effect from the date of award through December 31, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the debris on roadways will build up over time, disrupting proper drainage of state trunklines. The backup of drainage could lead to road flooding, which could result in costly future repairs and hazardous road conditions.

**Purpose/Business Case:** To provide for street-sweeping with vacuum type equipment along state trunklines and barrier walls, and for debris disposal on state trunklines in Kent County. The contract was advertised in the Grand Rapids Press and internet site for at least 15 days. There is only one other local contractor who performs this type of service, but that contractor did not bid because it lacks the equipment necessary to perform the work for the number of miles required under this contract.

**Benefit:** The subcontract will provide for safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49544.



## STATE PROJECTS

- 2.62 mi of roadway reconstruction including drainage improvements and traffic signal replacement on M-29 from I-94 to Baker Road and deep overlays on M-29 over Fish Creek and Salt River in Chesterfield Township, Macomb County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 9,469,004.62</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 9,491,519.85	Same	2
John Carlo, Inc.	\$ 9,599,138.20	Same	3
Angelo Iafrate Construction Company	\$ 9,752,342.24	Same	4
Pamar Enterprises, Inc.	\$ 9,864,842.65	Same	5
Fisher Contracting Company	\$ 11,049,239.69	\$ 11,049,226.36	6
Sunset Excavating, Inc.	\$ 11,063,559.15	Same	7
DeAngelis Landscape, Inc.			
Posen Construction, Inc.			
Ajax Paving Industries, Inc.			

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

45727A

AT&T	0.71 %
Federal Highway Administration Funds	80.20 %
State Restricted Trunkline Funds	17.78 %
Chesterfield Township	1.31 %

78888A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48047.

46.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802002	\$ 10,448,968.23	\$ 11,180,459.68
	PROJECT IM 39025-60527, ETC		
	LOCAL AGRMT. 07-5447		% OVER/UNDER EST.
	START DATE - MAY 05, 2008		
	COMPLETION DATE - MAY 30, 2009		7.00 %

5.65 mi of hot mix asphalt overlay, concrete pavement repairs under bridges, guardrail upgrades, ramp improvements, right-of-way fence, bridge approach slabs, pin and hanger replacement, structural steel repairs, joint replacement, full cleaning and coating, and deck patching on I-94 east of 40th Street easterly to west of Helmer Road and on I-94 over the Canadian National/Grand Trunk Western Railroad in the city of Battle Creek, Charleston Township, Kalamazoo and Calhoun Counties. This project includes a 5 year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 11,180,459.68</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 13,867,425.64	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60527A

City of Battle Creek	0.58 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.42 %

81243A

City of Battle Creek	0.07 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.93 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49001.

47. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802010  
 PROJECT EBSL 74071-87536  
 LOCAL AGRMT.  
 START DATE - MARCH 31, 2008  
 COMPLETION DATE - SEPTEMBER 19, 2008

ENG. EST. \$ 2,427,034.42  
 LOW BID \$ 2,432,452.75  
 % OVER/UNDER EST. 0.22 %

5.61 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, widening for center left turn lane at two locations, drainage improvements, and guardrail upgrades from the St. Clair County line northerly to Sheridan Line Road in Worth Township, Sanilac County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 2,432,452.75	Same	1 **
Pyramid Paving & Contracting Co.	\$ 3,435,080.04	Same	2
Saginaw Asphalt Paving Company			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

87536A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48450.

48. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802011  
 PROJECT EBSL 24011-75455  
 LOCAL AGRMT.  
 START DATE - APRIL 14, 2008  
 COMPLETION DATE - JULY 18, 2008

ENG. EST.  
 \$ 2,619,753.07

LOW BID  
 \$ 2,540,195.34

% OVER/UNDER EST.  
 -3.04 %

1.59 mi of hot mix asphalt cold milling, reconstruction, widening and resurfacing, drainage, safety improvements and joint repairs on US-31 from Shaw Road northeasterly to south of Graham Road, Emmet County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
M & M Excavating Co., Inc.	\$ 2,540,195.34	Same	1 **
Cordes Excavating, Inc.	\$ 2,622,240.85	Same	2
Mead Bros. Excavating, Inc.	\$ 2,640,699.99	Same	3
Rieth-Riley Construction Co., Inc.	\$ 2,701,095.81	Same	4
L.J. Construction, Inc.	\$ 2,780,389.00	Same	5
D.J. McQuestion & Sons, Inc.	\$ 2,793,595.17	Same	6
Bacco Construction Company			
Elmer's Crane & Dozer, Inc.			
MDC Contracting, LLC			
Payne & Dolan, Inc.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

**Benefit:** Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

**Funding Source:**

75455A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries due to lack of passing opportunities.

**Zip Code:** 49770.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 2,976,308.98	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 3,256,163.09	Same	2
Payne & Dolan, Inc.	\$ 3,439,047.10	Same	3
Pyramid Paving & Contracting Co.	\$ 3,518,264.61	Same	4

## 4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

100746A

Federal Highway Administration Funds	76.00 %
(Transportation Enhancement Funds)	
City of Lake City	4.00 %
State Restricted Trunkline Funds	20.00 %

74938A

Federal Highway Administration Funds	81.85 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and enhancement.

**Zip Code:** 49651.

50. LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
PROPOSAL 0802018	\$ 1,898,062.31	\$ 1,580,224.84
PROJECT NHS 39011-74855		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - JULY 28, 2008		
COMPLETION DATE - SEPTEMBER 12, 2008		-16.75 %

2.11 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, sidewalk ramp and sign upgrades on US-131 from south of the village of Schoolcraft northerly to South Street at the south village limits and from Lyons Street at the north village limits northerly to U Avenue, Kalamazoo County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 1,580,224.84</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 2,051,880.70	Same	2

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

74855A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49087.

51.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802019	\$ 1,644,267.90	\$ 1,565,094.80
	PROJECT STG 84912-101287		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 05, 2008		-4.82 %

Permanent pavement markings, longitudinal lines, special markings, non-freeway centerline and shoulder corrugations on various state trunkline routes, Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, Leelanau, Manistee, Wexford, Mason, Lake, and Osceola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,565,094.80	Same	1 **
R. S. Contracting, Inc.	\$ 1,612,312.34	Same	2
Oglesby Construction, Inc.			

2 Bidders



**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

101287A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49684.

52. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802020  
 PROJECT MS 46041-89967  
 LOCAL AGRMT. 07-5372  
 START DATE - MAY 01, 2008  
 COMPLETION DATE - JULY 15, 2008

ENG. EST.  
 \$ 551,661.90

LOW BID  
 \$ 527,783.15

% OVER/UNDER EST.  
 -4.33 %

0.33 mi of widening for installation of center left turn lane including drainage improvements and hot mix asphalt resurfacing on M-34 from east of Sand Creek Highway to west of Industrial Drive in the city of Adrian, Lenawee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Anderzack - Pitzen Construction</b>	<b>\$ 527,783.15</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 532,016.63	Same	2
Concord Excavating & Grading, Inc.	\$ 548,548.55	Same	3
Bailey Excavating, Inc.	\$ 549,386.90	Same	4
Brady Sand & Gravel, Inc.	\$ 571,717.58	Same	5
DeAngelis Landscape, Inc.	\$ 574,650.00	\$ 574,550.00	6
Nashville Construction Company	\$ 591,654.17	Same	7
Slusarski Excavating & Paving, Inc.	\$ 607,955.36	Same	8
Michigan Paving & Materials Co.	\$ 615,477.63	Same	9
Robert L. Johnson Construction	\$ 634,922.04	\$ 634,872.04	10
Commerce Construction & Landscaping	\$ 665,877.04	\$ 665,857.04	11
Cadwell Brothers Construction Comp	\$ 671,861.98	Same	12
Jule Swartz & Sons Excavating, Inc.	\$ 719,620.27	\$ 719,420.27	13
Abbott Construction, Inc.	\$ 751,281.18	Same	14
Mead Bros. Excavating, Inc.			
Aggregate Industries-Central Region			
Fonson, Inc.			
Hoffman Bros., Inc.			
ABC Paving Company			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business:** Biofuel Industries Group, LLC, is a privately owned company that provides resources and strategic direction to its alternative energy affiliates. In response to the growing demand for renewable fuels, Biofuel Industries Group (BIG) chose Adrian, Michigan to construct and operate a biodiesel production facility to produce biodiesel and the byproduct glycerin. The company plans to produce 20 million gallons a year of a product that it will sell under the brand name of NextDiesel, an advanced ASTM-certified commercial B100 biodiesel fuel. The production will occur within the newly constructed 28,000 square foot facility, which will create 32 new jobs with a development investment amount of \$10 million dollars. This will be Michigan's first biodiesel manufacturing facility to certify as a designated Renewable Energy Renaissance Zone, helping Michigan to continue to develop as a leader in renewable energy technology and production.

Currently, M-34 is one lane in each direction with 11 foot lanes and 8 foot shoulders (3 foot paved). The proposed improvements include a center left turn lane that will connect to an existing center turn lane and extend the turn lane by 1,600 feet. The project will also include the installation of right turn deceleration lane for the development. The work will include widening the roadway on both sides along with grading, paving, minor curb and gutter and drainage work. The improvements will provide left turn lane storage and right turn storage for additional traffic generated by the Biofuel Group Development.

**Benefit:** The construction of this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

**Funding Source:**

89967A

City of Adrian	40.00 %
State Restricted Trunkline Funds	60.00 %
(Economic Development Funds)	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationships with the communities and businesses in the Adrian metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economy of the area.

**Cost Reduction:** With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49221.

53. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802026  
 PROJECT ST 76012-75200  
 LOCAL AGRMT.  
 START DATE - APRIL 16, 2008  
 COMPLETION DATE - SEPTEMBER 20, 2010

ENG. EST.  
 \$ 3,758,319.58

LOW BID  
 \$ 3,629,974.83

% OVER/UNDER EST.  
 -3.42 %

6.96 mi of profile cold milling, hot mix asphalt resurfacing, ditching, drainage improvements, and removal and replacement of guardrail on M-52 from Ardelean Drive northerly to the north Shiawassee County line, Shiawassee County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 3,629,974.83</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 3,697,354.46	Same	2
Pyramid Paving & Contracting Co.	\$ 3,898,210.13	\$ 3,898,186.13	3
Michigan Paving & Materials Co.	\$ 3,903,000.00	Same	4
Aggregate Industries-Central Region			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

75200A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48867.

54. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802027  
 PROJECT NH 13121-73807  
 LOCAL AGRMT. 07-5656  
 START DATE - APRIL 14, 2008  
 COMPLETION DATE - NOVEMBER 01, 2010

ENG. EST.  
 \$ 3,571,606.72

LOW BID  
 \$ 3,330,000.00

% OVER/UNDER EST.  
 -6.76 %

1.81 mi of pavement removal, cold milling, hot mix asphalt paving, widening and realigning, concrete curb and gutter, storm sewer, sanitary sewer, watermain, traffic signal modifications, pavement marking and permanent signing on I-94BL from west of the I-194 entrance ramp easterly to east of Claire Street in the city of Battle Creek, Calhoun County. This project includes a 5 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peters Construction Co.</b>	<b>\$ 3,330,000.00</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 3,349,061.26	Same	2
Kamminga & Roodvoets, Inc.	\$ 3,521,107.57	\$ 3,520,157.57	3
Mead Bros. Excavating, Inc.	\$ 3,647,299.83	Same	4
Balkema Excavating, Inc.	\$ 3,877,535.60	Same	5
Bailey Excavating, Inc.	\$ 3,895,679.63	Same	6
Nashville Construction Company	\$ 4,073,204.66	Same	7
DeAngelis Landscape, Inc.			
C & D Hughes, Inc.			
Michigan Paving & Materials Co.			
Robert Bailey Contractors, Inc.			
CL Trucking & Excavating, LLC.			
E.T. MacKenzie Company			
Sunset Excavating, Inc.			
Milbocker and Sons, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business:** MDOT and the City of Battle Creek have worked together to provide a project that will meet the needs of the citizens of Battle Creek and Michigan. This project includes:

1. Reconstruction of the I-94 BL (Dickman Road) interchange area to South Street. Lane configuration stays the same as it is today.
2. Realign and construct I-94 BL (Dickman Road) from South Street to Main Street as a three lane roadway. The third lane will be a center left turn lane.
3. Jurisdictional change of Main Street to I-94 BL, maintain the existing three lane configuration (two through lanes and a center left turn lane).
4. Intersection improvements at I-94 BL (Main Street) and I-94 BL (Hamblin Avenue).
5. Intersection improvements at I-94 BL (Jay Street) and I-94 BL (Michigan Avenue).
6. Intersection improvements at I-94 BL (Michigan Avenue) at Elm Street.
7. Intersection improvements at I-94 BL (Michigan Avenue) at Union Street.
8. Mill and resurface I-94 BL (Michigan Avenue).

**Benefit:** With the construction of the capacity and operational improvements to the business loop, this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

**Funding Source:**

73807A

City of Battle Creek	5.64 %
Federal Highway Administration Funds	78.99 %
State Restricted Trunkline Funds	15.37 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationships with the communities and businesses in the Battle Creek metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economy of the area.

**Cost Reduction:** With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs and related safety improvements.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49017.

55. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802028  
 PROJECT STE 05011-100553  
 LOCAL AGRMT.  
 START DATE - MAY 27, 2008  
 COMPLETION DATE - JUNE 25, 2008

ENG. EST.  
 \$ 818,644.74 \$ LOW BID  
 696,003.37  
 % OVER/UNDER EST.  
 -14.98 %

6.31 mi of hot mix asphalt shoulder reconstruction,  
 constructing a passing flare, and miscellaneous drainage  
 improvements on US-31 from Barnes Road northerly to Old  
 Dixie Highway, Antrim County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 696,003.37</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 758,820.54	Same	2
Elmer's Crane & Dozer, Inc.	\$ 797,816.77	Same	3
D.J. McQuestion & Sons, Inc.	\$ 855,047.56	Same	4

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This is an approved Enhancement Project. Enhancement number = ENH200700028

MDOT will construct 8-foot wide paved shoulders along a six (6) mile stretch of US-31 from Barnes Road, three (3) miles south of Torch Lake Village, to Old Dixie Highway, one (1) mile north of Eastport. This project will provide an added 5' of shoulder width to the existing 3', creating a total of 8', giving cyclists greater separation from road traffic, thereby improving safety. This project has high regional significance as a cycling route, connecting Traverse City and Petoskey with a safe, bike friendly route that will connect four counties. The project budget is \$936,141.49, with \$748,913.19 in Federal TE funds and \$187,228.30 in matching funds from MDOT. Construction is expected in 2008.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

100553A  
 Federal Highway Administration Funds 80.00 %  
 (Approved Enhancement project)  
 State Restricted Trunkline Funds 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49627.

56. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802029 \$ ENG. EST. 753,150.20 \$ LOW BID 704,110.95  
 PROJECT NH 72013-87220  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 08, 2008  
 COMPLETION DATE - SEPTEMBER 26, 2008 -6.51 %

Deep overlay, paint, substructure repair and approach work on US-127 under M-55, Roscommon County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 704,110.95</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$ 748,080.75	Same	2
J. Slagter & Son Construction Co.	\$ 751,044.59	Same	3
Posen Construction, Inc.	\$ 758,922.76	Same	4
Midwest Bridge Company	\$ 811,180.15	Same	5
Anlaan Corporation	\$ 867,170.52	Same	6
Abhe & Svoboda, Inc.	\$ 1,334,310.00	Same	7
Davis Construction, Inc.			

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

87220A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %





**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49912.

58. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802031 ENG. EST. \$ 830,733.05 LOW BID \$ 708,035.39  
 PROJECT STT 23052-87929  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JUNE 16, 2008  
 COMPLETION DATE - AUGUST 08, 2008 -14.77 %

Culvert replacement on M-50 at Sunfield Road over the Pratt Drain, Eaton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 708,035.39</b>	<b>Same</b>	<b>1 **</b>
Tri-Valley Landscaping, Inc.	\$ 709,132.30	Same	2
C & D Hughes, Inc.	\$ 791,411.55	Same	3
Milbocker and Sons, Inc.	\$ 796,659.06	Same	4
Nashville Construction Company	\$ 796,996.08	Same	5
E.T. MacKenzie Company	\$ 797,549.37	Same	6
Bailey Excavating, Inc.	\$ 824,904.60	Same	7
Mead Bros. Excavating, Inc.	\$ 835,269.30	Same	8
Kamminga & Roodvoets, Inc.	\$ 853,817.35	Same	9
D.J. McQuestion & Sons, Inc.	\$ 855,395.17	\$ 855,335.17	10
L.J. Construction, Inc.	\$ 929,951.75	Same	11
Concord Excavating & Grading, Inc.	\$ 947,979.00	Same	12
Novak Construction	\$ 991,082.22	Same	13
Burkett Excavating	\$ 999,145.45	\$ 999,095.45	14
Angelo Iafrate Construction Company	\$ 1,026,242.80	Same	15
Fonson, Inc.	\$ 1,048,113.86	\$ 1,048,083.23	16
Aggregate Industries-Central Region	\$ 1,302,213.20	Same	17
Cadwell Brothers Construction Comp			
Balkema Excavating, Inc.			
Marlette Excavating Company			
Rohde Brothers Excavating, Inc.			
J. Slagter & Son Construction Co.			
Schippers Excavating, Inc.			
Youngstrom Contracting, Inc.			
Anlaan Corporation			
Perrin Construction Co., Inc.			
J.E. Kloote Contracting, Inc.			
CL Trucking & Excavating, LLC.			

17 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

87929A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48890.

59. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802032  
 PROJECT STH 41081-59621  
 LOCAL AGRMT. 07-5395  
 START DATE - JUNE 09, 2008  
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST.  
 \$ 584,196.57

LOW BID  
 \$ 562,367.97

% OVER/UNDER EST.  
 -3.74 %

0.52 mi of full depth hot mix asphalt widening for center left turn lane with concrete curb and gutter, drainage work, cold milling and one course hot mix asphalt resurfacing on M-45 east of Covell Avenue southeasterly to east of Graham Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 562,367.97</b>	<b>Same</b>	<b>1 **</b>
Dykema Excavators, Inc.	\$ 565,946.95	Same	2
Lodestar Construction, Inc.	\$ 587,664.38	Same	3
Schippers Excavating, Inc.	\$ 588,410.39	Same	4
CL Trucking & Excavating, LLC.	\$ 590,114.41	Same	5
Bultema Brothers Road Contractors	\$ 605,114.90	Same	6
Nashville Construction Company	\$ 633,512.50	Same	7
Diversco Construction Company Inc.	\$ 633,953.75	Same	8
Dean's Landscaping & Excavating	\$ 638,633.87	Same	9
San Marino Excavating, Inc.	\$ 641,417.84	Same	10
Wyoming Excavators, Inc.	\$ 668,287.50	Same	11
Weick Bros., Inc.	\$ 693,722.33	Same	12
Kentwood Excavating, Inc.	\$ 704,569.75	\$ 704,539.75	13
Wadel Stabilization, Inc.	\$ 725,049.57	Same	14
Brenner Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

59621A	
Federal Highway Administration Funds	90.00 %
City of Grand Rapids	1.23 %
State Restricted Trunkline Funds	8.77 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49504.

60.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802034	\$ 119,424.88	\$ 69,167.01
	PROJECT IM 23063-100605		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MARCH 01, 2008		
	COMPLETION DATE - SEPTEMBER 19, 2009		-42.08 %

0.10 mi of landscaping at the Pottersville Rest Area on I-69,  
Eaton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>United Lawnscape, Inc.</b>	<b>\$ 69,167.01</b>	<b>Same</b>	<b>1 **</b>
Anderson-Fischer & Associates, Inc.	\$ 72,425.50	Same	2
Site Management Services, Inc.	\$ 80,260.00	Same	3
HTA Companies, Inc.	\$ 80,445.00	Same	4
Barkham & Co. LLC.	\$ 89,950.00	Same	5
Weyand Bros., Inc.	\$ 96,510.00	Same	6
D.O.F. Inc.	\$ 97,581.00	Same	7
Diane Dukes, Inc.	\$ 98,808.00	Same	8
Chapman's Nursery & Landscape, Inc.	\$ 98,840.50	Same	9
Robert-Thomas Landscape Environment	\$ 99,341.00	Same	10
Tri-Valley Landscaping, Inc.	\$ 100,000.00	Same	11
Marine City Nursery Company	\$ 108,220.00	Same	12
Michigan Highway Contracting, Inc.	\$ 110,467.50	Same	13
Cobblestone Pavers, LLC	\$ 115,581.00	Same	14
Expo Landscaping, Inc.	\$ 118,740.00	\$ 119,740.00	15
DeAngelis Landscape, Inc.	\$ 131,233.00	Same	16

16 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

100605A

Federal Highway Administration Funds	90.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48876.

61. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802038  
 PROJECT STE 82131-88469  
 LOCAL AGRMT. 06-5663  
 START DATE - APRIL 15, 2008  
 COMPLETION DATE - SEPTEMBER 20, 2010

ENG. EST. \$ 2,897,305.73  
 LOW BID \$ 3,111,639.73  
 % OVER/UNDER EST. 7.40 %

0.72 mi of enhancement work including reconstructing sidewalk, installing brick pavers and stamped concrete, landscaping, trees, lighting, irrigation, and sidewalk ramps on M-1 (Woodward Avenue) from Selden Street to Warren Avenue in the city of Detroit, Wayne County.

30.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 3,091,639.73</b>	<b>\$ 3,111,639.73</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 3,126,620.80	Same	2
J. Ranck Electric, Inc.	\$ 3,140,791.24	Same	3
Abbott Construction, Inc.	\$ 3,315,775.24	\$ 3,312,025.24	4
Tri-Valley Landscaping, Inc.	\$ 3,317,364.84	Same	5
Peter A. Basile Sons, Inc.	\$ 3,324,609.68	Same	6
L Squared Construction, LLC.	\$ 3,334,991.10	Same	7
Motor City Electric Utilities Co.	\$ 3,417,464.73	Same	8
Angelo Iafrate Construction Company	\$ 3,450,279.71	Same	9
Warren Contractors & Development	\$ 3,460,003.19	\$ 3,473,003.19	10
Major Cement Company	\$ 3,559,390.10	Same	11
Barthel Contracting Company	\$ 3,643,584.51	\$ 3,640,649.51	12
Metropolitan Power & Lighting, Inc.			
Rauhorn Electric, Inc.			
ABC Paving Company			
Alpha Electric, Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

88469A

City of Detroit	23.50 %
Federal Highway Administration Funds	76.50 %

(Transportation Enhancement Funds)

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Reconstruction and enhancement.

**Zip Code:** 48201.

62.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802040	\$ 1,693,236.47	\$ 1,562,261.41
	PROJECT BHI 41025-82763		
	LOCAL AGRMT. 07-5738		% OVER/UNDER EST.
	START DATE - SEPTEMBER 03, 2008		
	COMPLETION DATE - NOVEMBER 07, 2008		-7.74 %

Substructure repairs, partial pier, joint, and railing replacements, deck patching, and slope paving repairs to four structures on M-44 over I-96 and over Mid Michigan Railroad, and on M-37 over I-96 eastbound and westbound in the cities of Grand Rapids and Walker, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 1,562,261.41	Same	1 **
J. Slagter & Son Construction Co.	\$ 1,641,202.21	Same	2
Anlaan Corporation	\$ 1,678,565.36	Same	3
Midwest Bridge Company	\$ 1,893,439.71	Same	4
L.W. Lamb, Inc.			
Davis Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.



**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

82763A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	0.07 %
State Restricted Trunkline Funds	19.93 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49525.

63.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802041	\$ 109,054.86	\$ 68,986.93
	PROJECT IM 82021-100607		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2009		-36.74 %

0.64 mi of landscaping at the Belleville Rest Area on I-94 westbound, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>United Lawnscape, Inc.</b>	<b>\$ 68,986.93</b>	<b>Same</b>	<b>1 **</b>
Site Management Services, Inc.	\$ 72,903.00	\$ 72,853.00	2
HTA Companies, Inc.	\$ 82,899.00	\$ 82,699.00	3
Barkham & Co. LLC.	\$ 83,243.50	Same	4
D.O.F. Inc.	\$ 87,626.64	Same	5
Robert-Thomas Landscape Environment	\$ 89,683.50	\$ 89,313.50	6
Diane Dukes, Inc.	\$ 90,544.00	Same	7
Weyand Bros., Inc.	\$ 90,753.02	Same	8
Tri-Valley Landscaping, Inc.	\$ 92,569.00	Same	9
Rasins Landscape and Associates	\$ 96,882.99	Same	10
Reliable Landscaping, Inc.	\$ 93,933.40	\$ 97,733.40	11
Marine City Nursery Company	\$ 99,194.00	\$ 98,744.00	12
Chapman's Nursery & Landscape, Inc.	\$ 99,311.00	\$ 99,111.00	13
Michigan Highway Contracting, Inc.	\$ 101,887.30	\$ 100,437.30	14
Washtenaw Inc. Maintenance Service	\$ 104,193.83	\$ 104,133.83	15
Expo Landscaping, Inc.	\$ 108,278.20	Same	16
DeAngelis Landscape, Inc.	\$ 119,215.00	Same	17
Anderson-Fischer & Associates, Inc.			
D & E Landscaping & Grading, Inc.			

17 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

100607A

Federal Highway Administration Funds	90.00 %
(Transportation Enhancement Funds)	

State Restricted Trunkline Funds	10.00 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48180.

64. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802042  
 PROJECT STG 84915-101285  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2008  
 COMPLETION DATE - DECEMBER 01, 2008

ENG. EST.	LOW BID
\$ 589,427.62	\$ 572,648.65
% OVER/UNDER EST.	
	-2.85 %

Application of permanent pavement markings including longitudinal lines, centerline and edgeline corrugations on various state trunkline routes, Barry, Branch, and Calhoun Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>R. S. Contracting, Inc.</b>	<b>\$ 572,648.65</b>	<b>Same</b>	<b>1 **</b>
P.K. Contracting, Inc.	\$ 617,379.15	Same	2
Oglesby Construction, Inc.			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

101285A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49068.





**Funding Source:**

75080A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.23 %
City of Wyoming	1.92 %

75081A

Federal Highway Administration Funds	81.85 %
City of Grand Rapids	0.86 %
State Restricted Trunkline Funds	15.91 %
City of Wyoming	1.38 %

78505A

Federal Highway Administration Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and reconstruction.

**Zip Code:** 49548.

67.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802046	\$ 542,010.62	\$ 565,263.59
	PROJECT IM 41027-51896, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 21, 2008		
	COMPLETION DATE - JUNE 30, 2008		4.29 %

Rehabilitation of four bridges including beam repairs, joint replacement, deck patching with hot mix asphalt overlay, substructure patching, and maintaining traffic on I-96 under Fuller Avenue, westbound and eastbound over Plymouth Avenue, and under Maryland Avenue in the city of Grand Rapids, Kent County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 565,263.59</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 721,077.59	Same	2
C. A. Hull Co., Inc.	\$ 726,210.94	Same	3
Midwest Bridge Company	\$ 779,785.70	Same	4
Anlaan Corporation	\$ 862,076.51	Same	5
Davis Construction, Inc.			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

51896A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

51897A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

51898A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49505.

68. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802047  
 PROJECT STH 82151-80379  
 LOCAL AGRMT. 06-5532  
 START DATE - JUNE 23, 2008  
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST. \$ 234,516.75 \$ 303,633.73  
 % OVER/UNDER EST. 29.47 %

0.05 mi of intersection safety improvements including  
 radii improvements, adding right turn lanes, hot mix asphalt  
 paving, signal replacement, hydrant relocation, lighting and  
 sidewalk ramps at the intersection of M-53 and  
 Seven Mile Road in the city of Detroit, Wayne County.

30.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 303,633.73</b>	<b>Same</b>	<b>1 **</b>
Severance Electric Co., Inc.	\$ 307,181.32	Same	2
Motor City Electric Utilities Co.	\$ 315,342.41	Same	3
J. Ranck Electric, Inc.	\$ 323,829.43	Same	4
Alpha Electric, Inc.	\$ 344,096.78	Same	5
Metropolitan Power & Lighting, Inc.			
Posen Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the  
 State of Michigan. Delaying the project would adversely impact employment in  
 the State. This construction project is adding improvements to the existing  
 roadway system, thereby increasing the safety of the roadway, improving  
 access to tourists visiting Michigan, and/or improving commerce across the  
 State. Delaying the project will adversely impact these necessary components  
 of Michigan's economy, as well as to the traveling public. Delays to the  
 project would jeopardize federal funds that are allocated to the State of  
 Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity  
 of MDOT's safety assets and addresses spot locations on the trunkline system  
 exhibiting a correctable pattern through a strategy of cost-effective  
 treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay,  
 fuel consumption, pollution, and operating costs by increasing the safety,  
 efficiency, and capacity of the trunkline system.

**Funding Source:**

80379A

City of Detroit	0.69 %
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.31 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not  
 implementing safety treatments.



**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction and sign upgrade.

**Zip Code:** 48202.

- |     |                                  |               |                     |
|-----|----------------------------------|---------------|---------------------|
| 69. | LETTING OF FEBRUARY 01, 2008     | ENG. EST.     | LOW BID             |
|     | PROPOSAL 0802048                 | \$ 102,474.88 | \$ <b>66,566.69</b> |
|     | PROJECT IM 77111-100606          |               |                     |
|     | LOCAL AGRMT.                     |               | % OVER/UNDER EST.   |
|     | START DATE - 10 days after award |               |                     |
|     | COMPLETION DATE - MAY 15, 2010   |               | -35.04 %            |

0.10 mi of landscaping at the eastbound I-94 rest area in Casco Township, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Lawn Maintenance, Inc.</b>	<b>\$ 66,566.69</b>	<b>Same</b>	<b>1 **</b>
Marine City Nursery Company	\$ 67,810.00	Same	2
United Lawnscape, Inc.	\$ 68,644.01	Same	3
Site Management Services, Inc.	\$ 70,742.00	Same	4
Weyand Bros., Inc.	\$ 78,751.01	Same	5
D.O.F. Inc.	\$ 79,779.50	Same	6
Rasins Landscape and Associates	\$ 80,351.00	Same	7
Robert-Thomas Landscape Environment	\$ 82,962.00	Same	8
HTA Companies, Inc.	\$ 83,257.00	Same	9
Diane Dukes, Inc.	\$ 84,965.10	Same	10
Tri-Valley Landscaping, Inc.	\$ 85,999.99	Same	11
Michigan Highway Contracting, Inc.	\$ 91,715.00	Same	12
D & E Landscaping & Grading, Inc.	\$ 99,986.33	Same	13
Expo Landscaping, Inc.	\$ 101,409.96	\$ 103,409.96	14
DeAngelis Landscape, Inc.	\$ 123,281.00	Same	15
Nationwide Fence & Supply Company			
Anderson-Fischer & Associates, Inc.			
Novak Construction			

## 15 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

**Benefit:** The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

**Funding Source:**

100606A

Federal Highway Administration Funds	90.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 48062.

70.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802049	\$ 613,283.58	\$ 639,267.29
	PROJECT STG 84912-101263		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2008		4.24 %

Application of permanent pavement markings including longitudinal, special markings and corrugations on various state trunkline routes, Alcona, Alpena, Iosco, Montmorency, Oscoda and Presque Isle Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 639,267.29	Same	1 **
R. S. Contracting, Inc.	\$ 646,851.00	Same	2
Oglesby Construction, Inc.			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

101263A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49707 TSC-wide.

71.	LETTING OF FEBRUARY 01, 2008 PROPOSAL 0802050 PROJECT CM 82122-86516-2 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - OCTOBER 10, 2008	ENG. EST. \$ 5,167,630.71      	LOW BID \$ 4,335,323.26  % OVER/UNDER EST.  -16.11 %
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27.26 mi of ITS communications, CCTV and DMS work, and microwave detection upgrading of the Michigan Intelligent Transportation System on I-96 from I-696 to Warren Road in the cities of Detroit, Farmington Hills, Livonia and Novi, Oakland and Wayne Counties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Motor City Electric Utilities Co.</b>	<b>\$ 4,335,323.26</b>	<b>Same</b>	<b>1 **</b>
Rauhorn Electric, Inc.	\$ 4,894,368.60	Same	2
Posen Construction, Inc.	\$ 4,912,813.57	Same	3
J. Ranck Electric, Inc.	\$ 5,644,359.99	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Tri-Valley Landscaping, Inc.			
Corby Energy Services, Inc.			
Cable Constructors, Inc.			
Alpha Electric, Inc.			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

86516A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48075.

72.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802051	\$ 422,085.33	\$ 445,118.67
	PROJECT CM 82111-86518-2		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		5.46 %

1.11 mi of installation of CCTV cameras, communications equipment and modifications to improve the monitoring and surveillance of critical infrastructure on M-10 (Jefferson Avenue) from Abbott Street to Beaubien Street and at the MITS Center in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 445,118.67</b>	<b>Same</b>	<b>1 **</b>
Motor City Electric Utilities Co.	\$ 445,635.06	Same	2
J. Ranck Electric, Inc.	\$ 696,052.96	Same	3
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Corby Energy Services, Inc.			
Cable Constructors, Inc.			
Posen Construction, Inc.			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

86518A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48216.

73.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802053	\$ 1,127,685.97	\$ 995,699.90
	PROJECT ST 41101-90087		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 04, 2008		
	COMPLETION DATE - JUNE 15, 2008		-11.70 %

5.02 mi of cold milling and hot mix asphalt resurfacing of mainline and shoulders on M-44 (Belding Road) east of Courtland Drive easterly to Ramsdell Drive in Cannon Township, Kent County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 995,699.90	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,055,471.50	Same	2
Aggregate Industries-Central Region	\$ 1,232,672.00	Same	3

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

90087A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49341.

74.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802055	\$ 1,301,685.04	\$ 1,061,337.25
	PROJECT NH 59012-90058		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 02, 2008		
	COMPLETION DATE - SEPTEMBER 20, 2008		-18.46 %

3.47 mi of hot mix asphalt cold milling and resurfacing on northbound and southbound US-131 from south of M-46 (Edgar Road) northerly to the north Montcalm County line, Montcalm County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,061,337.25</b>	<b>Same</b>	<b>1 **</b>
Central Asphalt, Inc.	\$ 1,097,777.77	Same	2
Michigan Paving & Materials Co.	\$ 1,194,710.35	Same	3
Aggregate Industries-Central Region	\$ 1,277,165.59	Same	4
Omans Contracting, Inc.	\$ 1,350,700.35	Same	5

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

90058A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49329.

75.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802056	\$ 316,892.59	\$ 304,659.25
	PROJECT STE 54022-90135		
	LOCAL AGRMT. 07-5683		% OVER/UNDER EST.
	START DATE - APRIL 28, 2008		
	COMPLETION DATE - JULY 03, 2008		-3.86 %

0.63 mi of streetscape enhancements including decorative street lighting, benches, planters and trash receptacles on M-20 from west of Maple Street to east of Hewlett Street and on M-66 from south of Church Street to north of Michigan Street, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Allstate Electric, Inc.</b>	<b>\$ 304,659.25</b>	<b>Same</b>	<b>1 **</b>
J. Ranck Electric, Inc.	\$ 308,539.30	Same	2
Windemuller Electric, Inc.	\$ 310,245.73	Same	3
Strain Electric Company	\$ 318,366.03	Same	4
J R Howell Airport Lighting LLC	\$ 324,873.46	Same	5
Corby Energy Services, Inc.	\$ 448,155.00	Same	6
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
Trans Tech Electric, L.P.			
DVT Electric, Inc			

## 6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

90135A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
Wheatland Township	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Enhancement.

**Zip Code:** 49340.



76. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802057  
 PROJECT NH 31021-100457  
 LOCAL AGRMT.  
 START DATE - JUNE 02, 2008  
 COMPLETION DATE - 16 working days

ENG. EST.	LOW BID
\$ 719,418.11	\$ 619,403.79
% OVER/UNDER EST.	
	-13.90 %

11.58 mi of double chip sealing on M-28 from west of Trout Creek easterly to west of Sidnaw, Ontonagon and Houghton Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, LLC.</b>	<b>\$ 619,403.79</b>	<b>Same</b>	<b>1 **</b>
Scott Transportation, Inc.	\$ 669,561.43	Same	2
Superior Chip Sealing & Maintenance			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100457A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49967.

77. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802058  
 PROJECT NH 50011-100099  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2008

ENG. EST.  
 \$ 675,288.10

LOW BID  
 \$ 583,393.53

% OVER/UNDER EST.  
 -13.61 %

3.03 mi of concrete pavement patching, spall repairs,  
 centerline full depth repair and pavement marking on M-53  
 from 15 Mile Road to 18 Mile Road in the city of Sterling  
 Heights, Macomb County.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 583,393.53</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 585,106.27	Same	2
Kelcris Corporation	\$ 695,679.28	Same	3
Causie Contracting, Inc.	\$ 791,821.97	Same	4
Snowden, Inc.	\$ 799,857.85	Same	5
C & D Hughes, Inc.	\$ 820,856.98	Same	6
Major Cement Company	\$ 849,391.23	Same	7
Doan Construction Company			
Abbott Construction, Inc.			

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100099A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Zip Code:** 48310.

A 2008 highway preventive maintenance project.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

Zip Code: 49879.

A 2008 highway preventive maintenance project.

### 3 Bidders

**Cost Reduction:** Lower vehicle maintenance costs.

**Zip Code:** 49635.

**Zip Code:** 48214.

81. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802062  
 PROJECT EBSL 84916-100291  
 LOCAL AGRMT.  
 START DATE - MAY 05, 2008  
 COMPLETION DATE - JULY 18, 2008

ENG. EST.  
 \$ 301,369.54

LOW BID  
 \$ 212,823.40

% OVER/UNDER EST.  
 -29.38 %

58.60 mi of overband crack filling on various state trunkline routes in the villages of Bellevue and Ovid, the cities of Owosso, East Lansing, Eaton Rapids, Lansing, Mason, and St. Johns, Ingham, Eaton, Clinton, and Shiawassee Counties.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 212,823.40</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 347,215.56	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 352,450.06	Same	3
Strawser Incorporated			
Michigan Joint Sealing, Inc.			
Superior Chip Sealing & Maintenance			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100291A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48854 Region-wide.

82. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802063  
 PROJECT IM 34044-90070  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 02, 2008  
 COMPLETION DATE - OCTOBER 03, 2008

ENG. EST. \$ 219,213.34 \$  
 LOW BID \$ 214,525.69  
 % OVER/UNDER EST. -2.14 %

0.50 mi of full depth concrete pavement repairs, intermediate concrete spall repairs, concrete milling and resurfacing shoulders, hot mix asphalt overlay, and shoulder corrugations on I-96 eastbound from east of the northbound M-66 centerline easterly to east of M-66, Ionia County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 214,525.69</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 226,702.89	Same	2
Rieth-Riley Construction Co., Inc.	\$ 227,138.95	Same	3
Causie Contracting, Inc.	\$ 229,619.34	Same	4
Florence Cement Company	\$ 233,449.45	Same	5
Snowden, Inc.	\$ 234,359.29	Same	6
Kelcris Corporation	\$ 255,527.39	Same	7
Aggregate Industries-Central Region			

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

90070A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Zip Code:** 48846.

A 2008 highway preventive maintenance project.

## 2 Bidders

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.



**Zip Code:** 49738.

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**Zip Code:** 49091.

25.00 % DBE participation required

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

84565A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction and sign upgrade.

**Zip Code:** 48371.

86.	LETTING OF FEBRUARY 01, 2008 PROPOSAL 0802067 PROJECT EBSL 50031-100104 LOCAL AGRMT. START DATE - JUNE 16, 2008 COMPLETION DATE - JUNE 22, 2008	ENG. EST. \$ 92,234.16      	LOW BID \$ 65,799.64  % OVER/UNDER EST.  -28.66 %
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3.57 mi of overband crack fill on M-97 from I-696 to 14 Mile Road in the cities of Warren, Roseville and Fraser, Macomb County.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Joint Sealing, Inc.</b>	<b>\$ 65,799.64</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 77,984.20	Same	2
Interstate Sealant & Concrete, Inc.	\$ 97,931.76	Same	3
Strawser Incorporated			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100104A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48066, 48093.

## LOCAL PROJECTS

87.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802004	\$ 1,024,189.55	\$ <b>969,096.46</b>
	PROJECT DOG 59441-90134-2		
	LOCAL AGRMT. 07-5297		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		-5.38 %

2.00 mi of road resurfacing and reconstruction including storm sewer improvements, pavement removal, cold milling, concrete curb and gutter, sidewalk ramps, hot mix asphalt paving, guardrail and pavement markings on Walnut Street from VanDeinse Street to M-57 (Washington Street) and on Fairplains Street from M-91 (Lafayette Street) to M-57 in the city of Greenville, Montcalm County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>CL Trucking &amp; Excavating, LLC.</b>	<b>\$ 969,096.46</b>	<b>Same</b>	<b>1 **</b>
Nagel Construction, Inc.	\$ 1,056,441.15	Same	2
Dean's Landscaping & Excavating	\$ 1,069,242.90	Same	3
Bultema Brothers Road Contractors	\$ 1,080,404.76	Same	4
Kamminga & Roodvoets, Inc.	\$ 1,082,335.60	Same	5
Schippers Excavating, Inc.	\$ 1,088,130.49	Same	6
C & D Hughes, Inc.	\$ 1,096,751.60	Same	7
Dykema Excavators, Inc.	\$ 1,124,435.40	Same	8
Cadwell Brothers Construction	\$ 1,140,325.97	Same	9
Crawford Contracting, Inc.	\$ 1,147,464.44	Same	10
Nashville Construction Company	\$ 1,153,106.15	Same	11
Ron Bretz Excavating, Inc.	\$ 1,171,601.16	Same	12
Milbocker and Sons, Inc.	\$ 1,180,159.36	Same	13
The Isabella Corporation	\$ 1,237,549.78	Same	14
Kentwood Excavating, Inc.	\$ 1,271,165.80	Same	15
Wadel Stabilization, Inc.	\$ 1,359,164.04	Same	16
L.J. Construction, Inc.	\$ 1,869,451.84	Same	17
Wyoming Excavators, Inc.			
Fisher Contracting Company			
Rohde Brothers Excavating, Inc.			
D.J. McQuestion & Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Central Asphalt, Inc.			
Novak Construction			
Brenner Excavating, Inc.			
Diversco Construction Company Inc.			

## 17 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

90134A

Federal Highway Administration Funds	98.44 %
City of Greenville	1.56 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48838.

88.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802005	\$ 279,252.48	\$ 215,242.51
	PROJECT SLG 08999-82745		
	LOCAL AGRMT. 07-5736		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2008		-22.92 %

331.24 mi of permanent pavement markings, countywide,  
Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 215,242.51	Same	1 **
Michigan Pavement Markings LLC	\$ 228,935.66	Same	2
P.K. Contracting, Inc.	\$ 252,755.28	Same	3
Oglesby Construction, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for pavement marking at targeted locations under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

82745A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49058.

89. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802006 ENG. EST. LOW BID  
 \$ 577,410.30 \$ 483,011.40  
 PROJECT MCS 03018-86369  
 LOCAL AGRMT. 07-5727 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 04, 2008 -16.35 %

Removal of existing structure, construction of a prestressed concrete box beam bridge and related approach work on 139th Avenue over Black Creek Drain, Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 483,011.40</b>	<b>Same</b>	<b>1 **</b>
S.L. & H. Contractors, Inc.	\$ 490,980.88	Same	2
Milbocker and Sons, Inc.	\$ 510,048.29	Same	3
Nashville Construction Company	\$ 534,441.89	Same	4
J.E. Kloote Contracting, Inc.	\$ 563,564.60	Same	5
Davis Construction, Inc.	\$ 581,647.27	Same	6
Diversco Construction Company Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86369A

Allegan County

6.18 %

State Restricted Trunkline Funds

93.82 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.



**New Project Identification:** Bridge replacement.  
**Selection:** Low bid.  
**Zip Code:** 49419.

90.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802007	\$ 538,450.75	\$ <b>437,739.23</b>
	PROJECT BRO 35009-86353		
	LOCAL AGRMT. 07-5715		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2008		-18.70 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving and guardrail installation on Turtle Road at the East Branch Augers River, Iosco County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 437,739.23</b>	<b>Same</b>	<b>1 **</b>
John Henry Excavating, Inc.	\$ 459,699.50	Same	2
McDowell Construction , L.L.C.	\$ 484,229.06	Same	3
J.E. Kloote Contracting, Inc.	\$ 497,367.40	Same	4
Heystek Contracting Inc.	\$ 548,366.50	Same	5
L.W. Lamb, Inc.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			

## 5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86353A

Iosco County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.



**Funding Source:**

86432A

Lenawee County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49221.

92.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802009	\$ 375,414.70	\$ 292,086.00
	PROJECT BRT 80008-86390		
	LOCAL AGRMT. 07-5726		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 03, 2008		-22.20 %

Remove existing superstructure and construct a prestressed concrete box beam superstructure and related approach work on County Road 668 over Dowagiac Drain, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 292,086.00</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 342,773.53	Same	2
Midwest Bridge Company	\$ 348,752.80	Same	3
Milbocker and Sons, Inc.	\$ 352,195.84	Same	4
S.L. & H. Contractors, Inc.	\$ 360,273.15	Same	5
Davis Construction, Inc.	\$ 369,173.58	Same	6
E.T. MacKenzie Company	\$ 413,761.13	Same	7
Miller Development, Inc.			
Nashville Construction Company			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86390A

Van Buren County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49045.

93.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802013	\$ 515,642.40	\$ 404,845.47
	PROJECT BRT 73019-86280		
	LOCAL AGRMT. 07-5718		% OVER/UNDER EST.
	START DATE - APRIL 14, 2008		
	COMPLETION DATE - JULY 02, 2008		-21.49 %

Bridge removal and replacement along with related approach work including hot mix asphalt paving, guardrail, and traffic control on Fordney Road at Whitmore Drain, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 404,845.47</b>	<b>Same</b>	<b>1 **</b>
Miller Development, Inc.	\$ 421,771.72	Same	2
Heystek Contracting Inc.	\$ 443,846.00	Same	3
J.E. Kloote Contracting, Inc.	\$ 447,224.12	Same	4
McDowell Construction , L.L.C.	\$ 461,353.02	Same	5
E.T. MacKenzie Company	\$ 498,220.88	Same	6
Posen Construction, Inc.	\$ 511,711.86	Same	7
Milbocker and Sons, Inc.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Fisher Contracting Company			
Champagne and Marx Excavating, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86280A

Saginaw County	5.20 %
Federal Highway Administration Funds	79.83 %
State Restricted Trunkline Funds	14.97 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48626.

94.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802014	\$ 272,126.60	\$ 252,569.35
	PROJECT STL 50458-102289		
	LOCAL AGRMT. 07-5747		% OVER/UNDER EST.
	START DATE - MAY 01, 2008		
	COMPLETION DATE - MAY 31, 2008		-7.19 %

1.68 mi of hot mix asphalt resurfacing and aggregate shoulders on Romeo Plank Road from north of 26 Mile Road northerly and on North Avenue from 29 Mile Road to north of 30 Mile Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 252,569.35</b>	<b>Same</b>	<b>1 **</b>
Ace Asphalt & Paving Co.	\$ 262,590.25	Same	2
Barrett Paving Materials, Inc.	\$ 275,028.65	Same	3
Ajax Paving Industries, Inc.	\$ 284,685.10	Same	4
Cadillac Asphalt, LLC.	\$ 291,175.75	Same	5
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

102289A

Macomb County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48005.

95. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802015 ENG. EST. LOW BID  
 \$ 170,008.53 \$ 164,197.90  
 PROJECT EDF 22566-89506  
 LOCAL AGRMT. 07-5739 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2008 -3.42 %

0.52 mi of aggregate base, hot mix asphalt, concrete curb  
 and gutter, aggregate shoulders and pavement marking on  
 Lincoln Street/Third Street from US-141 to US-2, Dickinson  
 County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Northeast Asphalt, Inc.	\$ 164,197.90	Same	1 **
Bacco Construction Company	\$ 175,869.67	Same	2
Smith Paving, Inc.			

2 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the  
 State of Michigan. Delaying the project would adversely impact employment in  
 the State. This construction project is adding improvements to the existing  
 roadway system, thereby increasing the safety of the roadway, improving  
 access to businesses and to tourists visiting Michigan's communities, and/or  
 improving commerce across the State. Delaying the project will adversely  
 impact these necessary components of Michigan's economy, as well as to the  
 traveling public. **Purpose/Business Case:** This project is for creating an all-  
 season road system involving a portion of highway under the local  
 jurisdiction. This project was selected through a process defined in current  
 legislation.

**Benefit:** By awarding this project, the state trunkline system is  
 complimented, economic development is enhanced, and seasonal disruptions due  
 to load restrictions are minimized. This improvement will provide increased  
 economic value and quality of life for the traveling public.

**Funding Source:**

89506A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** If this project is not awarded, the opportunity to support  
 commercial activities may be lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded  
 the project. Any negotiations made prior to award of the contract are in  
 violation of federal regulation and MDOT specifications.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 49876.

96. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802016  
 PROJECT STU 63459-102287  
 LOCAL AGRMT. 07-5734  
 START DATE - MAY 05, 2008  
 COMPLETION DATE - OCTOBER 31, 2008

ENG. EST.  
 \$ 3,684,329.00  
 LOW BID  
 \$ 3,592,100.92  
 % OVER/UNDER EST.  
 -2.50 %

1.89 mi of pavement removal, earth excavation, subbase, aggregate base, concrete base course, concrete curb and gutter, storm sewer, hot mix asphalt resurfacing and drainage improvements on Stephenson Highway from 14 Mile Road northerly to I-75 in the city of Troy, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S Inc/C&amp;G Excavating, Inc.</b>	<b>\$ 3,592,100.92</b>	<b>Same</b>	<b>1 **</b>
Peter A. Basile Sons, Inc.	\$ 3,638,132.38	Same	2
Angelo Iafrate Construction Company	\$ 3,691,415.44	Same	3
Florence Cement Company	\$ 3,695,652.98	Same	4
Ajax Paving Industries, Inc.	\$ 3,711,996.97	Same	5
Dan's Excavating, Inc.	\$ 3,851,301.86	Same	6
Cadillac Asphalt, LLC.	\$ 3,892,386.57	Same	7
John Carlo, Inc.	\$ 3,929,779.90	Same	8
Posen Construction, Inc.	\$ 4,176,844.92	Same	9
Tony Angelo Cement Construction Co.			
Pamar Enterprises, Inc.			
Major Cement Company			
L Squared Construction, LLC.			
Barrett Paving Materials, Inc.			

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.



**Funding Source:**

102287A

Federal Highway Administration Funds	79.97 %
State Restricted Trunkline Funds	19.99 %
City of Troy	0.04 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48083.

97. LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
PROPOSAL 0802017	\$ 287,157.00	\$ 158,286.62
PROJECT DOG 82457-101663		
LOCAL AGRMT. 07-5721		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 31, 2008		-44.88 %

0.50 mi of decorative street lighting and concrete sidewalk on Eureka Road from Biddle Avenue to 5th Street in the city of Wyandotte, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Corby Energy Services, Inc.</b>	<b>\$ 158,286.62</b>	<b>Same</b>	<b>1 **</b>
Rauhorn Electric, Inc.	\$ 179,437.90	Same	2
Alpha Electric, Inc.	\$ 197,490.10	Same	3
J. Ranck Electric, Inc.	\$ 201,830.62	Same	4
Posen Construction, Inc.	\$ 227,738.62	Same	5
Motor City Electric Utilities Co.	\$ 248,834.00	Same	6
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

**Benefit:** By awarding this project, intermodal transportation systems are further developed.

**Funding Source:**

101663A

Federal Highway Administration Funds 100 %  
(Transportation Enhancement Funds)

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Enhancement.

**Selection:** Low bid.

**Zip Code:** 48192.

98. LETTING OF FEBRUARY 01, 2008 ENG. EST. LOW BID  
PROPOSAL 0802021 \$ 2,676,781.08 \$ 2,310,581.65  
PROJECT MCS 39008-86388  
LOCAL AGRMT. 07-5730 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 01, 2008 -13.68 %

Remove existing structure, construct a prestressed box beam bridge, watermain, traffic signal and related approach work on the 9th Street Bridge over Amtrak Railroad, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hardman Construction, Inc.</b>	<b>\$ 2,310,581.65</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 2,450,922.86	Same	2
C. A. Hull Co., Inc.	\$ 2,486,535.22	Same	3
Milbocker and Sons, Inc.	\$ 2,548,019.47	Same	4
L.W. Lamb, Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
J.E. Kloote Contracting, Inc.			
E.T. MacKenzie Company			
Anlaan Corporation			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86388A

Kalamazoo County	5.80 %
State Restricted Trunkline Funds	94.20 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49009.

99.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802022	\$ 3,669,274.40	\$ 3,161,227.52
	PROJECT MCS 39005-86389		
	LOCAL AGRMT. 07-5731		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 21, 2008		-13.85 %

Bridge reconstruction and widening with prestressed concrete box beams, roadway reconstruction, cold milling, overlay, traffic signal and permanent signing installation, and maintaining traffic on the 35th Street Bridge over Kalamazoo River in the township of Comstock, city of Galesburg, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 3,161,227.52</b>	<b>Same</b>	<b>1 **</b>
Hardman Construction, Inc.	\$ 3,306,244.72	Same	2
Posen Construction, Inc.	\$ 3,475,815.17	Same	3
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
J. Slagter & Son Construction Co.			
C. A. Hull Co., Inc.			
E.T. MacKenzie Company			
Anlaan Corporation			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86389A

Kalamazoo County	20.69 %
State Restricted Trunkline Funds	79.31 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49053.

100.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802023	\$ 244,098.98	\$ 275,403.21
	PROJECT STL 02555-83279		
	LOCAL AGRMT. 07-5470		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 30 working days		12.82 %

0.65 mi of cold milling hot mix asphalt surface, pavement removal, crushing and shaping, aggregate base, hot mix asphalt paving, curb and gutter, slope restoration and pavement marking on Prospect Street from M-28 to H-13, Alger County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 275,403.21</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 298,353.66	Same	2
A. Lindberg & Sons, Inc.	\$ 329,579.32	Same	3
Smith Paving, Inc.	\$ 363,340.25	Same	4
Barley Trucking & Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83279A

Federal Highway Administration Funds	64.00 %
State Restricted Trunkline Funds	36.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49862.

101. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802024  
 PROJECT HRRR 08609-87736  
 LOCAL AGRMT. 07-5741  
 START DATE - JUNE 06, 2008  
 COMPLETION DATE - JULY 18, 2008

ENG. EST. \$ 284,530.50  
 LOW BID \$ 272,000.00  
 % OVER/UNDER EST. -4.40 %

0.16 mi of construction of center left turn lanes including earth excavation, aggregate base, hot mix asphalt, storm sewer, watermain, drainage improvements, and safety item upgrades on Green Lake Road at Bender Road in the village of Middleville, Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peters Construction Co.</b>	<b>\$ 272,000.00</b>	<b>Same</b>	<b>1 **</b>
CL Trucking & Excavating, LLC.	\$ 277,288.88	Same	2
Workman Contractors, Inc.	\$ 296,964.80	Same	3
Kentwood Excavating, Inc.	\$ 297,128.25	Same	4
Kamminga & Roodvoets, Inc.	\$ 300,585.87	Same	5
Cadwell Brothers Construction Comp	\$ 305,669.97	Same	6
Bultema Brothers Road Contractors	\$ 306,509.87	Same	7
Brenner Excavating, Inc.	\$ 307,784.23	Same	8
Schippers Excavating, Inc.	\$ 310,927.65	Same	9
Mead Bros. Excavating, Inc.	\$ 311,741.31	Same	10
Dykema Excavators, Inc.	\$ 313,329.74	Same	11
Nashville Construction Company	\$ 318,087.02	Same	12
Milbocker and Sons, Inc.	\$ 325,299.58	Same	13
Diversco Construction Company Inc.	\$ 335,598.80	Same	14
Weick Bros., Inc.	\$ 341,268.63	Same	15
C & D Hughes, Inc.	\$ 347,830.02	Same	16
Eastlund Concrete Construction	\$ 363,101.33	Same	17
L.J. Construction, Inc.	\$ 407,361.55	Same	18
Wyoming Excavators, Inc.			
Balkema Excavating, Inc.			
Hoffman Bros., Inc.			
Washtenaw Inc. Maintenance Service			
Rieth-Riley Construction Co., Inc.			
Aggregate Industries-Central Region			
Robert Bailey Contractors, Inc.			

18 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87736A

Federal Highway Administration Funds	71.68 %
Village of Middleville	28.32 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49333.

102. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802025  
 PROJECT STU 63459-101075  
 LOCAL AGRMT. 07-5708  
 START DATE - APRIL 15, 2008  
 COMPLETION DATE - OCTOBER 15, 2008

ENG. EST.  
 \$ 3,968,721.95

LOW BID  
 \$ 3,805,655.10

% OVER/UNDER EST.  
 -4.11 %

2.50 mi of hot mix asphalt reconstruction and widening,  
 peat excavation, sewer and drainage structure work, concrete  
 curb and gutter, steel sheet piling, and concrete sidewalk  
 on Union Lake Road from Richardson Road northerly to Cooley  
 Lake Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 3,805,655.10</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 3,848,656.26	Same	2
Dan's Excavating, Inc.	\$ 3,879,243.48	Same	3
Six-S Inc/C&G Excavating, Inc.	\$ 4,034,226.87	Same	4
Peter A. Basile Sons, Inc.	\$ 4,312,645.73	Same	5
Angelo Iafrate Construction Company	\$ 4,371,999.90	Same	6
B & V Construction, Inc.	\$ 4,438,669.35	Same	7
Pamar Enterprises, Inc.	\$ 4,486,066.77	Same	8
C. A. Hull Co., Inc.	\$ 4,869,752.25	Same	9
Hardman Construction, Inc.			
E. C. Korneffel Co.			
Anderzack - Pitzen Construction			
Florence Cement Company			
Posen Construction, Inc.			
Fisher Contracting Company			
ABC Paving Company			
Barrett Paving Materials, Inc.			

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.



**Funding Source:**

101075A

Oakland County	0.15 %
Federal Highway Administration Funds	79.88 %
State Restricted Trunkline Funds	19.97 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48382.

103.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802035	\$ 6,860,148.86	\$ 6,220,187.01
	PROJECT HPSL 50458-102188		
	LOCAL AGRMT. 07-5751		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2008		-9.33 %

2.50 mi of concrete pavement widening including drainage, concrete curb and gutter, traffic signals and pavement markings on Cass Avenue from North Branch Clinton River northwesterly to 19 Mile Road and on Romeo Plank Road from 19 Mile Road northerly to north of 19 Mile Road, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 6,220,187.01</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 6,288,631.07	Same	2
Sunset Excavating, Inc.	\$ 6,498,867.93	Same	3
Pamar Enterprises, Inc.	\$ 6,714,200.45	Same	4
John Carlo, Inc.	\$ 6,743,950.60	Same	5
Tony Angelo Cement Construction Co.	\$ 6,809,493.37	Same	6
Florence Cement Company	\$ 6,964,418.97	Same	7
L.J. Construction, Inc.	\$ 7,186,487.17	Same	8
Boddy Construction Company, Inc.	\$ 8,260,395.55	Same	9
Peter A. Basile Sons, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			
Teltow Contracting, Inc.			
Angelo Iafrate Construction Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

102188A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road construction and sign upgrade.

**Selection:** Low bid.

**Zip Code:** 48038.

104. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802036  
 PROJECT STUL 61407-101076  
 LOCAL AGRMT. 07-5693  
 START DATE - AUGUST 01, 2008  
 COMPLETION DATE - NOVEMBER 15, 2008

ENG. EST. \$ 382,372.25 \$  
 LOW BID 345,166.18  
 % OVER/UNDER EST. -9.73 %

0.33 mi of road reconstruction including cold milling, storm sewer, watermain, concrete curb and gutter, concrete sidewalk, concrete pavement overlay, hot mix asphalt paving, and pavement markings on Clay Avenue from Third Street to Terrace Street in the city of Muskegon, Muskegon County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 345,166.18	Same	1 **
C & D Hughes, Inc.	\$ 371,168.48	Same	2
Diversco Construction Company Inc	\$ 375,785.09	Same	3
Kelcris Corporation	\$ 393,349.08	Same	4
Milbocker and Sons, Inc.	\$ 404,902.17	Same	5
Florence Cement Company	\$ 404,980.28	Same	6
Eastlund Concrete Construction, Inc.	\$ 417,193.60	Same	7
West Michigan Recycled Aggregates Snowden, Inc.			
Ajax Paving Industries, Inc.			
Thompson Brothers, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

101076A

Federal Highway Administration Funds	67.80 %
City of Muskegon	15.25 %
State Restricted Trunkline Funds	16.95 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 49443.

105. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802037  
 PROJECT HRRR 34609-53773  
 LOCAL AGRMT. 07-5737  
 START DATE - JUNE 09, 2008  
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.  
 \$ 543,935.24

LOW BID  
 \$ 450,694.33

% OVER/UNDER EST.  
 -17.14 %

0.40 mi of vertical curve modification work including  
 pavement removal, earth excavation, subbase, aggregate base,  
 hot mix asphalt, storm sewer and drainage improvements, and  
 slope restoration on Grand River Avenue at Morrison Lake  
 Road, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>CL Trucking &amp; Excavating, LLC.</b>	<b>\$ 450,694.33</b>	<b>Same</b>	<b>1 **</b>
D.J. McQuestion & Sons, Inc.	\$ 454,221.62	Same	2
Dean's Landscaping & Excavating	\$ 497,750.00	Same	3
Brenner Excavating, Inc.	\$ 499,997.37	Same	4
Dykema Excavators, Inc.	\$ 502,879.60	Same	5
Milbocker and Sons, Inc.	\$ 514,697.03	Same	6
Youngstrom Contracting, Inc.	\$ 516,228.75	Same	7
Bailey Excavating, Inc.	\$ 516,615.62	Same	8
Kamminga & Roodvoets, Inc.	\$ 517,532.16	Same	9
Weick Bros., Inc.	\$ 517,649.31	Same	10
Nashville Construction Company	\$ 535,816.33	Same	11
C & D Hughes, Inc.	\$ 536,562.81	Same	12
Mead Bros. Excavating, Inc.	\$ 536,770.07	Same	13
Bultema Brothers Road Contractors	\$ 538,074.12	Same	14
L.J. Construction, Inc.	\$ 542,979.50	Same	15
Kentwood Excavating, Inc.	\$ 543,080.15	Same	16
Davis Construction, Inc.	\$ 554,306.93	Same	17
Schippers Excavating, Inc.	\$ 573,003.25	Same	18
Cadwell Brothers Construction Comp	\$ 583,800.49	Same	19
Crawford Contracting, Inc.			
Novak Construction			
Marlette Excavating Company			
Fonson, Inc.			
Perrin Construction Co., Inc.			
Hoffman Bros., Inc.			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
Aggregate Industries-Central Region			
Sera Excavating, LLC.			
E.T. MacKenzie Company			

19 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

53773A

Ionia County	10.00 %
Federal Highway Administration Funds	90.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48881.

106.	LETTING OF FEBRUARY 01, 2008	ENG. EST.	LOW BID
	PROPOSAL 0802039	\$ 280,605.50	\$ 269,282.99
	PROJECT STE 46062-88907		
	LOCAL AGRMT. 07-5716		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2010		-4.04 %

0.10 mi of decorative lighting, concrete sidewalk, and sewer work on Carey Street from West River Street to Railroad Street in the village of Deerfield, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Eastlund Concrete Construction</b>	<b>\$ 269,282.99</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 286,127.55	Same	2
Doan Construction Company	\$ 294,960.00	Same	3
L Squared Construction, LLC.	\$ 295,815.35	Same	4
Aggregate Industries-Central Region	\$ 310,510.22	Same	5
Abbott Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

**Benefit:** By awarding this project, intermodal transportation systems are further developed.

**Funding Source:**

88907A

Village of Deerfield	20.00 %
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Federal Highway Administration Funds	80.00 %
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(Transportation Enhancement Funds)

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Enhancement.

**Selection:** Low bid.

**Zip Code:** 49238.

107. LETTING OF FEBRUARY 01, 2008  
 PROPOSAL 0802043  
 PROJECT STE 41401-100572  
 LOCAL AGRMT. 07-5748  
 START DATE - MARCH 17, 2008  
 COMPLETION DATE - OCTOBER 31, 2009

ENG. EST.  
 \$ 430,813.00

LOW BID  
 \$ 247,139.60

% OVER/UNDER EST.  
 -42.63 %

0.25 mi of concrete sidewalk pavers, ornamental street lighting, tree plantings, and traffic signal work on Wealthy Street from Union Avenue to Eastern Avenue in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strain Electric Company</b>	<b>\$ 247,139.60</b>	<b>Same</b>	<b>1 **</b>
Allstate Electric, Inc.	\$ 254,133.84	Same	2
DVT Electric, Inc	\$ 257,294.80	Same	3
J. Ranck Electric, Inc.	\$ 378,976.20	Same	4
Severance Electric Co., Inc.			
Metropolitan Power & Lighting, Inc.			
J R Howell Airport Lighting LLC			
Windemuller Electric, Inc.			
Trans Tech Electric, L.P.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

**Benefit:** By awarding this project, intermodal transportation systems are further developed.

**Funding Source:**

100572A

Federal Highway Administration Funds	60.00 %
(Transportation Enhancement Funds)	
City of Grand Rapids	40.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.



**New Project Identification:** Enhancement.  
**Selection:** Low bid.  
**Zip Code:** 49503.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File  
February 8, 2008

Kirk T. Steudle  
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of February 13, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held February 13, 2008, be approved and adopted with Item 28 of the regular Transportation agenda withdrawn at the State Administrative Board meeting on February 19, 2008. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Mr. Saxton and unanimously approved. Mr. Keenan adjourned the meeting.

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SECRETARY

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CHAIRPERSON

## OFFICE OF THE CHIEF COMPLIANCE OFFICER

### MEMORANDUM

January 31, 2008

To: Honorable Jennifer M. Granholm  
Governor and Chairperson of the State Administrative Board

James Epolito, Chairperson  
Michigan Strategic Fund Board

From: John D. Walter  
Chief Compliance Officer  
Office of the Chief Compliance Officer

Re: **2008 Q1 Report of the Chief Compliance Officer**

The Chief Compliance Officer is required to report quarterly to the State Administrative Board and the Michigan Strategic Fund Board regarding compliance with internal policies and procedures and with applicable laws related to 21<sup>st</sup> century jobs fund programs. I am pleased to report that all compliance matters that were addressed during the first quarter of the 2008 fiscal year were successfully resolved.

With respect to the Michigan Strategic Fund Board, the majority of work by the Chief Compliance Officer related to two efforts to retain Pfizer employees and assets affected by the 2007 downsizing of Pfizer. First, the grant agreement for an equipment depot was reviewed and approved. This program, operated by Ann Arbor SPARK, took equipment donated by Pfizer and redistributed it to life sciences companies. Second, the loan agreement template for the Company Formation and Growth Fund was reviewed and approved. This program established an eight million dollar fund to lend money to companies either formed by ex-Pfizer employees or which hired ex-Pfizer employees due to the 2007 downsizing. All recommendations of the Chief Compliance Officer were accepted and implemented.

Subsequent to the adoption of the Company Formation and Growth Fund program, the Chief Compliance Officer undertook background checks on 23 awardees and their personnel. A total of 260 criminal and civil background checks were run to assure that all awardees met the requirements of the Michigan Strategic Fund Act. Three loan agreements were reviewed and approved.

Additional work for the MSF Board focused on review and approval of the side letter agreement into which Credit-Suisse will enter with Relativity—the second private equity firm with which the Board authorized an investment—to ensure that the firm complies with all of the requirements of the Michigan Strategic Fund Act. Credit-Suisse agreed

with all recommendations of the Chief Compliance Officer and took all steps necessary to assure that those recommendations were implemented.

Finally, the Chief Compliance Officer worked on a conflict of interest policy for the MSF Board. Input was sought from the Attorney General, who provides advice to the MSF Board in areas not related to the 21<sup>st</sup> century jobs fund programs. The proposed policy was thereafter finalized and submitted to the Board for consideration at its January 2008 meeting, at which it was adopted.

With respect to the Strategic Economic Investment and Commercialization Board, the Chief Compliance Officer worked on requests for proposals for the anticipated 2008 competition to be overseen by the SEIC Board for commercialization and applied research activities.

Also, the proposed investment policy for the SEIC Board was finalized and distributed to board members in advance of the January 2008 board meeting, at which the policy was considered and adopted.

Finally, during the first quarter of 2008, the Chief Compliance Officer completed preparation of the annual report of the Office of the Chief Compliance Officer, distributed it as required by statute, and published it on the web site of the Michigan Economic Development Corporation.

I look forward to reporting on additional activities related to these and other developments in my next quarterly report.